PART 6
TEMPORARY TRAFFIC CONTROL

CHAPTER 6A. GENERAL

Section 6A.01 General

Support:

01 Whenever the acronym "TTC" is used in Part 6, it refers to "temporary traffic control."

01A Whenever the term "roadway" is used in Part 6, it may include the sidewalk or shoulder if present.

Standard:

02 **The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on a site roadway open to public travel (see definition in Section 1C.02), including persons with disabilities) through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.**

Support:

03 When the normal function of the roadway, or a site roadway open to public travel, is suspended, TTC planning provides for continuity of the movement of motor vehicle, bicycle, and pedestrian traffic (including accessible passage); transit operations; and access (and accessibility) to property and utilities.

04 The primary function of TTC is to facilitate movement of road users through or around TTC zones while protecting road users, workers, responders to traffic incidents, and equipment.

05 Of equal importance to the public traveling through the TTC zone is the safety of workers performing the many varied tasks within the work space. TTC zones present constantly changing conditions that are unexpected by the road user. This creates an even higher degree of vulnerability for the workers and incident management responders on or near the roadway (see Section 6C.04). At the same time, the TTC zone provides for the efficient completion of whatever activity interrupted the normal use of the roadway.

06 Consideration for road user safety, worker and responder safety, and the efficiency of road user flow is an integral element of every TTC zone, from planning through completion. A concurrent objective of the TTC is the efficient construction and maintenance of the highway and the efficient resolution of traffic incidents.

07 No one set of TTC devices can satisfy all conditions for a given project or incident. At the same time, defining details that would be adequate to cover all applications is impractical. Instead, Part 6 displays typical applications that depict common applications of TTC devices. The TTC selected for each situation depends on the type of highway, road user conditions, the duration of operation, physical constraints, and the nearness of the work space or incident management activity to road users.

08 The TTC needs on low-volume and special purpose roads will sometimes be minimal, especially for short durations and short-term stationary durations and for lower-speed roads. The use of maintenance vehicle warning flashers, a limited number of signs, or a single flagger could be adequate for these situations, but careful consideration should be given before eliminating any advance signage.

09 Improved road user performance might be realized through a well-prepared public relations effort that covers the nature of the work, the time and duration of its execution, the anticipated effects upon road users, and possible alternate routes and modes of travel. Such programs have been found to result in a significant reduction in the number of road users traveling through the TTC zone, which reduces the possible number of conflicts.

10 Operational improvements might be realized by using intelligent transportation systems (ITS) in work zones. The use in work zones of ITS technology, such as portable camera systems, highway advisory radio, variable speed limits, ramp metering, traveler information, merge guidance, warning systems for vehicles exiting the work space, and queue detection information, is aimed at increasing safety for both workers and road users and helping to ensure a more efficient traffic flow. The use in work zones of ITS technologies has been found to be effective in providing traffic monitoring and management, data collection, and traveler information.

Standard:

11 **TTC plans and devices shall be the responsibility of the public body or official or the owners of site roadways open to public travel having jurisdiction for guiding road users.**

Guidance:

12 *There should be adequate statutory authority for the implementation and enforcement of needed road user regulations, parking controls, speed zoning, and the management of traffic incidents. Such statutes should provide sufficient flexibility in the application of TTC to meet the needs of changing conditions in the TTC zone.*

Support:

13 The provisions of Part 6 apply to both rural and urban areas. A rural highway is normally characterized by lower volumes, higher speeds, fewer turning conflicts, and less conflict with pedestrians or other vulnerable road users. An urban street is typically characterized by relatively low speeds, wide ranges of road user volumes, narrower roadway lanes, frequent intersections and driveways, significant vulnerable road user activity, and more businesses and houses.

14 The determination as to whether a particular facility at a particular time of day can be considered to be a high-volume roadway or can be considered to be a low-volume roadway is made by the public agency or official having jurisdiction.

15 Special plans preparation and coordination with transit, other highway agencies, law enforcement and other emergency units, utilities, schools, trucking associations, and railroad companies might be needed to reduce unexpected and unusual road user operation situations.

Section 6A.02 Fundamental Principles of Temporary Traffic Control

Guidance:

01 *Road user and worker safety and accessibility in TTC zones should be an integral and high-priority element of every project from planning through design and construction. Similarly, maintenance and utility work should be planned and conducted with the safety and accessibility of all motorists, bicyclists, pedestrians (including those with disabilities), and workers being considered at all times. If the TTC zone includes a grade crossing, early coordination with the railroad company or light rail transit agency should take place.*

02 *The following are the seven fundamental principles of TTC:*

A. *General plans or guidelines should be developed to provide safety for motorists, bicyclists, pedestrians, workers, enforcement/emergency officials, and equipment, with the following factors being considered:*
   1. *The basic safety principles governing the design of permanent roadways and roadsides should also govern the design of TTC zones. The goal should be to route road users through such zones using roadway geometrics, roadside features, and TTC devices as nearly as possible comparable to those for normal highway situations.*
   2. *A TTC plan, in detail appropriate to the complexity of the work project or incident, should be prepared and understood by all responsible parties before the site is occupied. Any changes in the TTC plan should be approved by an official who is knowledgeable (for example, trained and/or certified) in proper TTC practices.*
   3. *Construction access points should be located and designed to minimize impacts to traffic operations.*

B. *Road user movement should be inhibited as little as practical, based on the following considerations:*
   1. *TTC at work and incident sites should be designed on the assumption that drivers will only reduce their speeds if they clearly perceive a need to do so (see Section 6B.01).*
   2. *Frequent and abrupt changes in geometrics such as lane narrowing, dropped lanes, or main roadway transitions that require rapid maneuvers, should be avoided.*
   3. *Work should be scheduled in a manner that minimizes the need for lane closures or alternate routes, while still getting the work completed quickly and the lanes or roadway open to traffic as soon as possible.*
   4. *Attempts should be made to reduce the volume of traffic using the roadway or freeway to match the restricted capacity conditions. Road users should be encouraged to use alternative routes. When the roadway capacity is reduced because of lane closures, the demand could exceed the available capacity, which might result in either a lengthy stopped or slow moving queue of vehicles that might extend past the normal location of the signs shown in the typical advance warning area. An assessment of the expected queue length, which should be a part of the TTC plan design process, might result in adjustments to the sign spacing and number of signs as well as the use of more conspicuous devices to increase the distance and conspicuity of the advance warning area. For high-volume roadways and freeways, the closure of selected entrance ramps or other access points and the use of signed diversion routes should be evaluated.*
   5. *Bicyclists and pedestrians, including those with disabilities, should be provided with access and passage through the TTC zone.*
   6. *If work operations permit, lane closures on high-volume streets and highways should be scheduled during off-peak hours. Night work should be considered if the work can be accomplished with a series of short-term operations.*
   7. *Early coordination with officials having jurisdiction over the affected cross streets and providing emergency services should occur if significant impacts to roadway operations are anticipated.*

C. Motorists, bicyclists, and pedestrians should be guided in a clear and positive manner while approaching and traversing TTC zones and incident sites. The following principles should be applied:

1. Adequate warning, delineation, and channelization should be provided to assist in guiding road users in advance of and through the TTC zone or incident site by using proper pavement marking, signing, or other devices that are effective under varying conditions. Information should be provided in usable formats for pedestrians with vision disabilities.

2. TTC devices inconsistent with intended travel paths through TTC zones should be removed or covered. However, in intermediate-term stationary, short-term, and mobile operations, where visible permanent devices are inconsistent with intended travel paths, devices that highlight or emphasize the appropriate path should be used. Traffic control devices should provide information in usable formats for pedestrians with vision disabilities.

3. Flagging procedures, when used, should provide positive guidance to road users traversing the TTC zone.

D. To provide acceptable levels of operations, routine day and night inspections of TTC elements should be performed as follows:

1. Individuals who are knowledgeable (for example, trained and/or certified) in the principles of proper TTC should be assigned responsibility for safety in TTC zones. The most important duty of these individuals is to check that TTC devices on the project are consistent with the TTC plan and are effective for motorists, bicyclists, pedestrians, and workers.

2. As the work progresses, temporary traffic controls and/or working conditions should be modified, as needed, to facilitate road user movement and provide worker safety. The individual responsible for TTC should have the authority to halt work until applicable or remedial safety measures are taken.

3. TTC zones should be carefully monitored under varying conditions of road user volumes, light, and weather to check that applicable TTC devices are effective, clearly visible, clean, and in compliance with the TTC plan.

4. When warranted, an engineering study should be made (in cooperation with law enforcement officials) of reported crashes occurring within the TTC zone. Crash records in TTC zones should be monitored to identify the need for changes in the TTC zone.

E. Attention should be given to the maintenance of roadside safety during the life of the TTC zone by applying the following principles:

1. To accommodate run-off-the-road incidents, disabled vehicles, or emergency situations, unencumbered roadside recovery areas or clear zones should be provided where practical.

2. Channelization of road users should be accomplished by the use of pavement markings, signing, and crashworthy, detectable channelizing devices.

3. Work equipment, workers' private vehicles, materials, and debris should be stored in such a manner to reduce the probability of being impacted by run-off-the-road vehicles.

F. Each person whose actions affect TTC zone safety, from the upper-level management through the field workers, should receive training appropriate to the job decisions each individual is required to make. Only those individuals who are trained in proper TTC practices and have a basic understanding of the principles (established by applicable standards and guidelines, including those of this Manual) should supervise the selection, placement, and maintenance of TTC devices used for TTC zones and for incident management.

G. Good public relations should be maintained by applying the following principles:

1. The needs of all road users should be assessed such that appropriate advance notice is given and clearly defined alternative paths are provided.

2. The cooperation of the various news media should be sought in publicizing the existence of and reasons for TTC zones because news releases can assist in keeping the road users well informed.

3. The needs of abutting property owners, residents, and businesses should be assessed and appropriate accommodations made.

4. The needs of emergency service providers (law enforcement, fire, and medical) should be assessed and appropriate coordination and accommodations made.

5. The needs of railroads and transit should be assessed and appropriate coordination and accommodations made.

6. The needs of operators of commercial vehicles such as buses and large trucks should be assessed and appropriate accommodations made.

7. Early coordination should occur with school officials to discuss potential impacts on picking up and dropping off schoolchildren, on school bus routing, and on safe routes to school patterns.

Section 6A.03 TTC Devices

Guidance:

01 *The design and application of TTC devices used in TTC zones should consider the needs of all road users (motorists, bicyclists, and pedestrians), including those with disabilities.*

Standard:

02 **Traffic control devices shall be defined as all signs, signals, markings, channelizing devices, or other devices that use colors, shapes, symbols, words, sounds, or tactile information for the primary purpose of communicating a regulatory, warning, or guidance message to road users on a street, highway, pedestrian facility, bikeway, pathway, or site roadway open to public travel.**

03 **All traffic control devices used for construction, maintenance, utility, or incident management operations on a street, highway, pedestrian facility, bikeway, pathway, or site roadway open to public travel shall comply with the applicable provisions of this Manual.**

04 **All TTC devices shall be removed as soon as practical when they are no longer needed. When work is suspended for short periods of time, TTC devices that are no longer appropriate shall be removed or covered.**

Section 6A.04 Crashworthiness of TTC Devices

Support:

01 Various Sections of the MUTCD require certain traffic control devices, their supports, and/or related appurtenances to be crashworthy (see definition in Section 1C.02). Such MUTCD crashworthiness provisions apply to all streets, highways, and site roadways open to public travel.

Section 6A.05 Night Work

Support:

01 Conducting highway construction and maintenance activities during night hours could provide an advantage when traditional daytime traffic control strategies cannot achieve an acceptable balance between worker and public safety, traffic and community impact, and constructability. The two basic advantages of working at night are reduced traffic congestion and less involvement with business activities. However, the two basic conditions that must normally be met for night work to offer any advantage are reduced traffic volumes and easy set up and removal of the traffic control patterns on a nightly basis.

02 Shifting work activities to night hours, when traffic volumes are lower and normal business is less active, might offer an advantage in some cases, as long as the necessary work can be completed and the worksite restored to essentially normal operating conditions to carry the higher traffic volume during non-construction hours.

03 Although working at night might offer advantages, it also includes safety issues. Reduced visibility inherent in night work impacts the performance of both drivers and workers. Because traffic volumes are lower and congestion is minimized, speeds are often higher at night necessitating greater visibility at a time when visibility is reduced. Finally, the incidence of impaired (alcohol or drugs), fatigued, or drowsy drivers might be higher at night.

04 Working at night also involves other factors, including construction productivity and quality, social impacts, economics, and environmental issues. A decision to perform construction or maintenance activities at night normally involves some consideration of the advantages to be gained compared to the safety and other issues that might be impacted.

05 Section 6N.18 contains specific provisions on TTC for work during nighttime hours. See Section 6M.08 for information on lighting for night work.

CHAPTER 6B. TEMPORARY TRAFFIC CONTROL ELEMENTS

Section 6B.01 Temporary Traffic Control Plans

Support:

01 Each TTC zone is different. Many variables, such as location of work, highway type, geometrics, vertical and horizontal alignment, intersections, interchanges, road user volumes, road user mix (motorists, bicyclists, and pedestrians), road vehicle mix (buses, trucks, and cars), and road user speeds affect the needs of each zone. The goal of TTC in work zones is safety with minimum disruption to road users. The key factor in promoting TTC zone safety is proper judgment.

02 A TTC plan describes TTC measures to be used for facilitating road users through a work zone or an incident area. TTC plans play a vital role in facilitating road user flow when a work zone, incident, or other event temporarily disrupts normal road user flow. Provisions that cannot conveniently be specified on project plans can easily be incorporated into Special Provisions within the TTC plan.

03 TTC plans range in scope from being very detailed to simply referencing typical drawings contained in this Manual, standard approved highway agency drawings and manuals, or specific drawings contained in the contract documents. The degree of detail in the TTC plan depends entirely on the nature and complexity of the situation.

04 During TTC activities, commercial vehicles might need to follow a different route from passenger vehicles because of bridge, weight, clearance, or geometric restrictions. Also, vehicles carrying hazardous materials might need to follow a different route from other vehicles. The Hazardous Materials and National Network signs are included in Sections 2B.67 and 2B.68, respectively.

Guidance:

05 *A TTC plan should be developed for planned activities that will affect road users. A TTC plan should be developed for unplanned and emergency situations where practicable.*

06 *The TTC plan should start in the planning phase and continue through the design, construction, and restoration phases. The TTC plans and devices should follow the principles set forth in Part 6. The management of traffic incidents should follow the principles set forth in Chapter 6O.*

06A *The extent of details in the TTC plan should be commensurate with the needs of the project phase.*

07 *TTC plans should be prepared by persons knowledgeable (for example, trained and/or certified) about the fundamental principles of TTC and work activities to be performed. The design, selection, and placement of TTC devices for a TTC plan should be based on engineering judgment.*

08 *Coordination should be made between adjacent or overlapping projects to check that duplicate signing is not used and to check compatibility of traffic control between adjacent or overlapping projects.*

09 *Traffic control planning should be completed for all highway construction, utility work, maintenance operations, and incident management including minor maintenance and utility projects prior to occupying the TTC zone. Planning for all road users should be included in the process.*

10 *For any planned special event that will have an impact on the traffic on any street or highway, a TTC plan should be developed in conjunction with and be approved by the agency or agencies that have jurisdiction over the affected roadways.*

11 *Provisions for effective continuity of accessible circulation paths for pedestrians should be incorporated into the TTC plan.*

Option:

12 Provisions may be incorporated into the project bid documents that enable contractors to develop an alternate TTC plan, with any changes communicated back to the project stakeholders that developed the original plan.

13 Modifications of TTC plans may be necessary because of changed conditions or a determination of better methods of safely and efficiently handling road users.

Guidance:

14 *This alternate or modified plan should have the approval of the responsible highway agency or owner of site roadways open to public travel prior to implementation.*

15 *Provisions for effective continuity of transit service should be incorporated into the TTC planning process because often public transit buses cannot efficiently be detoured in the same manner as other vehicles (particularly for short-term maintenance projects). Where applicable, the TTC plan should provide for features such as accessible temporary bus stops, pull-outs, and satisfactory waiting areas for transit patrons, including persons with disabilities (see Section 8A.13 for additional light rail transit issues to consider for TTC).*

16 *Provisions for effective continuity of railroad service and acceptable access to abutting property owners and businesses should also be incorporated into the TTC planning process.*

17 *Reduced speed zoning (lowering the regulatory speed limit) should be avoided as much as practical because drivers will reduce their speeds only if they clearly perceive a need to do so.*

18 *If reduced speed limits are used, they should be used only in the specific portion of the TTC zone where conditions or restrictive features are present. However, frequent changes in the speed limit should be avoided. A TTC plan should be designed so that vehicles can travel through the TTC zone with a speed limit reduction of no more than 10 mph.*

19 *A reduction of more than 10 mph in the speed limit should be used only when required by restrictive features in the TTC zone. Where restrictive features justify a speed reduction of more than 10 mph, additional driver notification should be provided. The speed limit should be stepped down in advance of the location requiring the lowest speed, and additional TTC warning devices should be used.*

Support:

20 Research has demonstrated that large reductions in the speed limit, such as a 30-mph reduction, increase speed variance and the potential for crashes. Smaller reductions in the speed limit of up to 10 mph cause smaller changes in speed variance and lessen the potential for increased crashes. A reduction in the regulatory speed limit of only up to 10 mph from the normal speed limit has been shown to be more effective.

21 Chapter 6P contains typical applications (TAs) of TTC zones that are organized according to duration, location, type of work, and highway type. Table 6P-1 is an index of these typical applications. These typical applications include the use of various TTC methods, but do not include a layout for every conceivable work situation.

22 Decisions regarding the selection of the most appropriate typical application to use as a guide for a specific TTC zone require an understanding of each situation. Although there are many ways of categorizing TTC zone applications, the typical applications illustrated in Chapter 6P are characterized by work duration, work location, work type, and highway type.

Guidance:

23 *Typical applications should be altered, when necessary, to fit the conditions of a particular TTC zone.*

Option:

24 Other devices may be added to supplement the devices shown in the typical applications. The sign spacings and taper lengths may be increased to provide additional time or space for driver response.

25 Devices labeled as optional in the typical applications may be deleted.

Support:

26 Formulating specific plans for TTC at traffic incidents is difficult because of the variety of situations that can arise.

27 Well-designed TTC plans for planned special events will likely be developed from a combination of treatments from several of the typical applications.

Section 6B.02 Temporary Traffic Control Zones

Support:

01 A TTC zone is an area of a highway where road user conditions are changed because of a work zone, an incident zone, or a planned special event through the use of TTC devices, uniformed law enforcement officers, or other authorized personnel.

02 A work zone is an area of a highway with construction, maintenance, or utility work activities. A work zone is typically marked by signs, channelizing devices, barriers, pavement markings, and/or work vehicles. It extends from the first warning sign or high-intensity rotating, flashing, oscillating, or strobe lights on a vehicle to the END ROAD WORK sign or the last TTC device.

03 An incident zone is an area of a highway where temporary traffic controls are imposed by authorized officials in response to a traffic incident (see Section 6O.01). It extends from the first warning device (such as a sign, light, or cone) to the last TTC device or to a point where road users return to the original lane alignment and are clear of the incident.

04 A planned special event often creates the need to establish altered traffic patterns to handle the increased traffic volumes generated by the event. The size of the TTC zone associated with a planned special event can be small, such as closing a street for a festival, or can extend throughout a municipality for larger events. The duration of the TTC zone is determined by the duration of the planned special event.

Section 6B.03 Components of Temporary Traffic Control Zones

Support:

01 A TTC zone is often divided into four areas as needed, based on engineering judgment: the advance warning area, the transition area, the activity area, and the termination area. Figure 6B-1 illustrates the four areas typically included in a TTC zone. These four areas are described in Sections 6B.04 through 6B.07.

Section 6B.04 Advance Warning Area

Support:

01 The advance warning area is the section of highway where road users are informed about the upcoming transition and activity areas or incident area.

Option:

02 The advance warning area may vary from a single sign or high-intensity rotating, flashing, oscillating, or strobe lights on a vehicle to a series of signs in advance of the TTC zone activity area.

Guidance:

03 *Typical distances for placement of advance warning signs on freeways and expressways should be longer because drivers are conditioned to uninterrupted flow. Therefore, the advance warning sign placement should extend on these facilities as far as ½ mile or more.*

04 *On urban streets, the effective placement of the nearest warning sign to the TTC zone, in feet, should range from 4 to 8 times the speed limit in mph, with the high end of the range being used when speeds are relatively high. When two or more advance warning signs are used on higher-speed streets, such as major arterials, the advance warning area should extend a greater distance (see Table 6B-1).*

Option:

05 When a single advance warning sign is used (in cases such as low-speed residential streets), the advance warning area may be as short as 100 feet.

Guidance:

06 *Since rural highways are normally characterized by higher speeds, the effective placement of the first warning sign in feet should be substantially longer—from 8 to 12 times the speed limit in mph. Since two or more advance warning signs are normally used for these conditions, the advance warning area should extend 1,500 feet or more for open highway conditions (see Table 6B-1).*

07 *The distances contained in Table 6B-1 are approximate, are intended for guidance purposes only, and should be applied with engineering judgment. These distances should be adjusted for field conditions, if necessary, by increasing or decreasing the recommended distances.*

Support:

08 The need to provide additional reaction time for a condition is one example of justification for increasing the sign spacing. Conversely, decreasing the sign spacing might be justified in order to place a sign immediately downstream of an intersection or major driveway such that traffic turning onto the roadway in the direction of the TTC zone will be warned of the upcoming condition.

Option:

09 Advance warning may be eliminated when the activity area is sufficiently removed from the road users' path so that it does not interfere with the normal flow.

Section 6B.05 Transition Area

Support:

01 The transition area is that section of highway where road users are redirected out of their normal path. Transition areas usually involve strategic use of tapers, which because of their importance are discussed separately in detail.

Standard:

02 **Except for mobile operations, when redirection of the road users' normal path is required, road users shall be directed from the normal path to a new path with appropriate channelizing devices, traffic control devices, and/or TTC methods.**

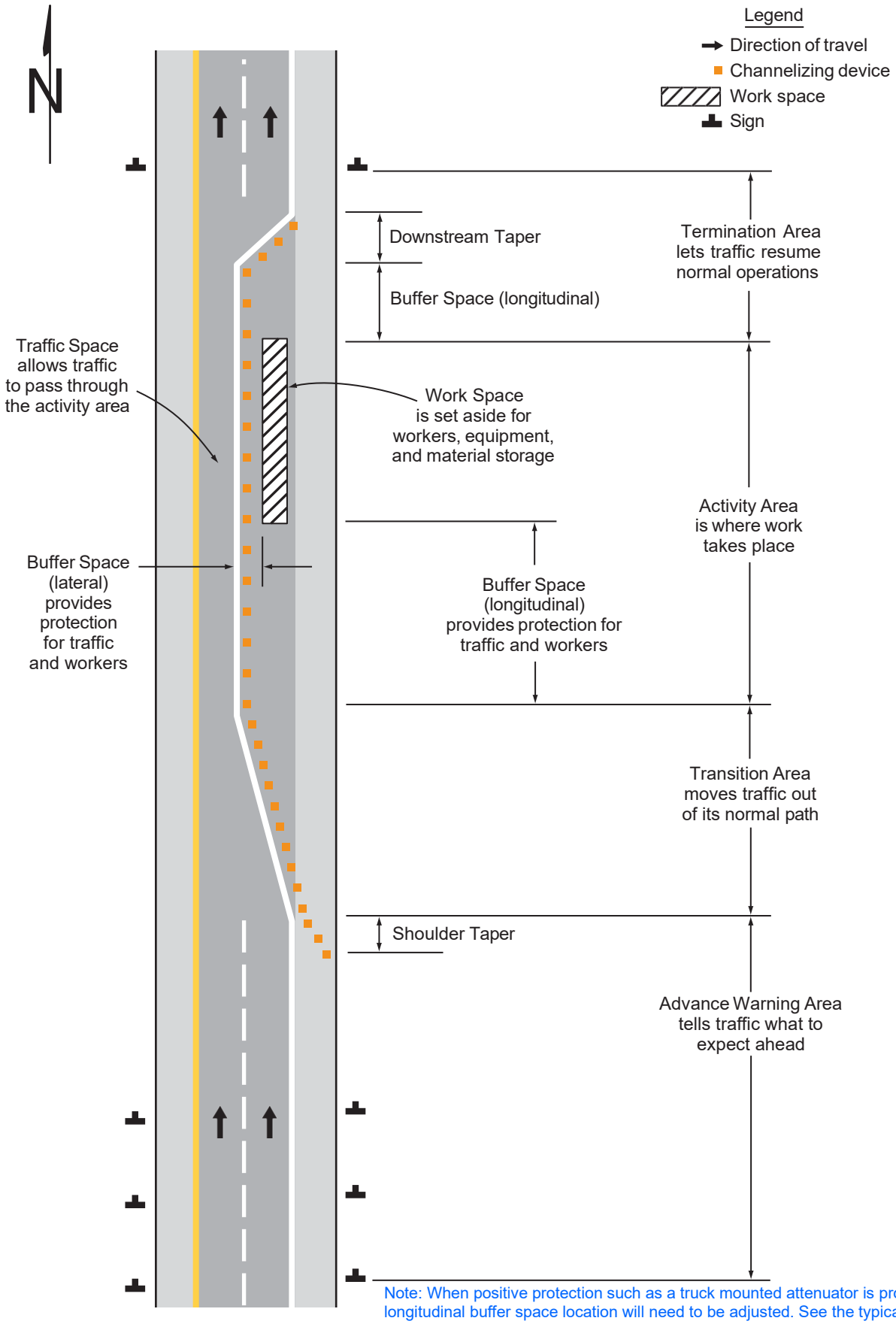
Option:

03 Because it is impracticable in mobile operations to redirect the road users' normal path with stationary channelization, more dominant vehicle-mounted traffic control devices, such as arrow boards, portable changeable message signs, and high-intensity rotating, flashing, oscillating, or strobe lights, may be used instead of channelizing devices to establish a transition area, see Figures 6P-17 and 6P-35.

Support:

04 For complex transition areas such as temporary crossovers on high speed, high-volume routes, due to the extra burden on the motorist to perform complex maneuvers, additional advance messaging and delineation of lanes and barriers going into, through and coming out of transition areas may be provided.

Figure 6B-1. Component Parts of a Temporary Traffic Control Zone



Note: When positive protection such as a truck mounted attenuator is provided, the longitudinal buffer space location will need to be adjusted. See the typical applications in Chapter 6P for additional information.

Table 6B-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	Distance between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by the highway agency or owner of site roadways open to public travel.

** The column headings A, B, and C are the dimensions shown in Figures 6P-1 through 6P-54 The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Section 6B.06 Activity Area

Support:

01 The activity area is the section of the highway where the work activity takes place. It is comprised of the work space, the traffic space, and the buffer space.

02 The work space is that portion of the highway closed to road users and set aside for workers, equipment, and material, and a shadow vehicle if one is used upstream. Work spaces are usually delineated for road users by channelizing devices or, to exclude vehicles and pedestrians, by temporary barriers.

Option:

03 The work space may be stationary or may move as work progresses.

Guidance:

04 *Since there might be several work spaces (some even separated by several miles) within the project limits, each work space should be adequately signed to inform road users and reduce confusion.*

Support:

05 The traffic space is the portion of the highway in which road users are routed through the activity area.

06 The buffer space is a lateral and/or longitudinal area that separates road user flow from the work space or an unsafe area, and might provide some recovery space for an errant vehicle.

Guidance:

07 *Neither work activity nor storage of equipment, vehicles, or material should occur within a buffer space.*

Option:

08 Buffer spaces may be positioned either longitudinally or laterally with respect to the direction of road user flow. The activity area may contain one or more lateral or longitudinal buffer spaces.

09 A longitudinal buffer space may be placed in advance of a work space.

10 The longitudinal buffer space may also be used to separate opposing road user flows that use portions of the same traffic lane, as shown in Figure 6B-2.

11 If a longitudinal buffer space is used, the values shown in Table 6B-2 may be used to determine the length of the longitudinal buffer space.

Support:

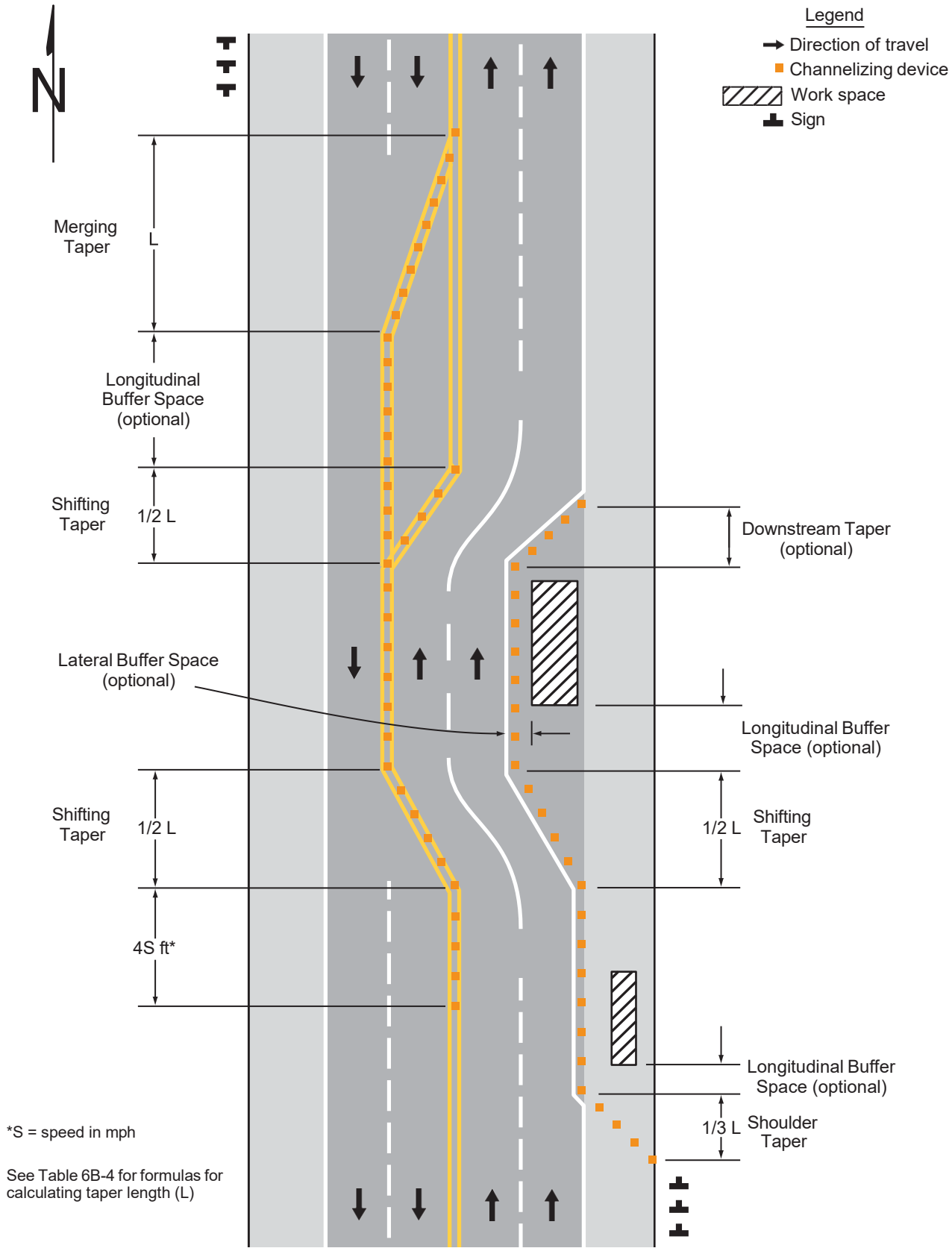
12 Typically, the buffer space is formed as a traffic island and defined by channelizing devices.

13 When a shadow vehicle, arrow board, or changeable message sign is placed in a closed lane in advance of a work space, only the area upstream of the vehicle, arrow board, or changeable message sign constitutes the buffer space.

Option:

14 The lateral buffer space may be used to separate the traffic space from the work space, as shown in Figures 6B-1 and 6B-2, or such areas as excavations or pavement-edge drop-offs. A lateral buffer space also may be used between two travel lanes, especially those carrying opposing flows.

Figure 6B-2. Types of Tapers and Buffer Spaces



Guidance:

15 *The width of a lateral buffer space should be determined by engineering judgment.*

Option:

16 When work occurs on a high-volume, highly-congested facility, a vehicle storage or staging space may be provided for incident response and emergency vehicles (for example, tow trucks and fire apparatus) so that these vehicles can respond quickly to road user incidents.

Table 6B-2. Stopping Sight Distance as a Function of Speed

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

* Posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed

Section 6B.07 Termination Area

Support:

01 The termination area is the section of the highway where road users are returned to their normal driving path. The termination area extends from the downstream end of the work area to the last TTC device such as END ROAD WORK signs, if posted.

Option:

02 An END ROAD WORK sign, a Speed Limit sign, or other signs may be used to inform road users that they can resume normal operations.

03 A longitudinal buffer space may be used between the work space and the beginning of the downstream taper.

Section 6B.08 Tapers

Option:

01 Tapers may be used in both the transition and termination areas. Whenever tapers are to be used in close proximity to an interchange ramp, crossroads, curves, or other influencing factors, the length of the tapers may be adjusted.

Support:

02 Tapers are created by using a series of channelizing devices and/or pavement markings to move traffic out of or into the normal path. Types of tapers are shown in Figure 6B-2.

03 Longer tapers are not necessarily better than shorter tapers (particularly in urban areas with characteristics such as short block lengths or driveways) because extended tapers tend to encourage sluggish operation and to encourage drivers to delay lane changes unnecessarily. The test concerning adequate lengths of tapers involves observation of driver performance after TTC plans are put into effect.

Table 6B-3. Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	50 feet minimum, 100 feet maximum

Note: Use Table 6B-4 to calculate L

Guidance:

04 *The appropriate taper length (L) should be determined using the criteria shown in Tables 6B-3 and 6B-4.*

Table 6B-4. Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	L = WS

Where: L = taper length in feet
W = width of offset in feet
S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

Support:

05 A merging taper requires the longest distance because drivers are required to merge into common road space.

Guidance:

06 *A merging taper should be long enough to enable merging drivers to have adequate advance warning and sufficient length to adjust their speeds and merge into an adjacent lane before the downstream end of the transition.*

Support:

07 A shifting taper is used when a lateral shift is needed. When more space is available, a longer than minimum taper distance can be beneficial. Changes in alignment can also be accomplished by using horizontal curves designed for normal highway speeds.

Guidance:

08 *A shifting taper should have a length of approximately ½ L (see Tables 6B-3 and 6B-4).*

Support:

09 A shoulder taper might be beneficial on a high-speed roadway where shoulders are part of the activity area and are closed, or when improved shoulders might be mistaken as a driving lane. In these instances, the same type, but abbreviated, closure procedures used on a normal portion of the roadway can be used.

Guidance:

10 *If used, shoulder tapers should have a length of approximately ⅓ L (see Tables 6B-3 and 6B-4). If a shoulder is used as a travel lane, either through practice or during a TTC activity, a normal merging or shifting taper should be used.*

Support:

11 A downstream taper might be useful in termination areas to provide a visual cue to the driver that access is available back into the original lane or path that was closed.

Guidance:

12 *If used, a downstream taper should have a minimum length of 50 feet and a maximum length of 100 feet with devices placed at a spacing of approximately 20 feet.*

Support:

13 The one-lane, two-way taper is used in advance of an activity area that occupies part of a two-way roadway in such a manner that a portion of the road is used alternately by traffic in each direction.

Guidance:

14 *A taper having a minimum length of 50 feet and a maximum length of 100 feet with channelizing devices at approximately 20-foot spacing should be used to guide traffic into the one-lane section, and a downstream taper should be used to guide traffic back into their original lane.*

Support:

15 An example of a one-lane, two-way traffic taper is shown in Figure 6B-3.

Section 6B.09 Detours and Diversions

Support:

01 A detour is a temporary rerouting of road users onto an existing highway in order to avoid a TTC zone.

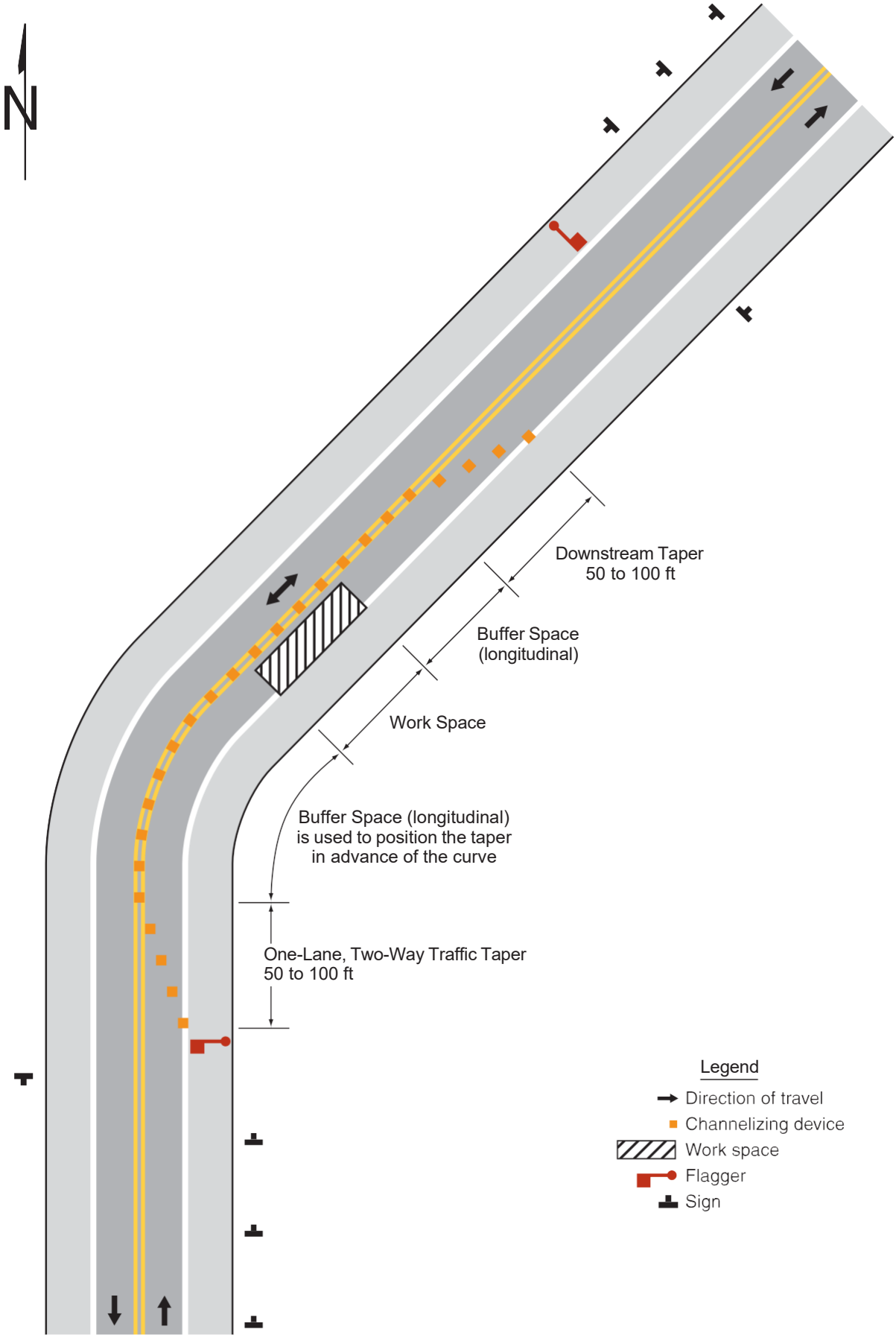
Guidance:

02 *Detours should be clearly signed over their entire length so that road users can easily use existing highways to return to the original highway.*

Support:

03 A diversion is a temporary rerouting of road users onto a temporary highway or alignment placed around the work area.

Figure 6B-3. Example of a One-Lane, Two-Way Traffic Taper



CHAPTER 6C. PEDESTRIAN AND WORKER SAFETY

Section 6C.01 Pedestrian and Worker Safety – General

Standard:

01 **The various TTC provisions for pedestrian and worker safety set forth in Part 6 shall be applied by knowledgeable (for example, trained and/or certified) persons after appropriate evaluation and engineering judgment.**

Section 6C.02 Pedestrian Considerations

Support:

01 A wide range of pedestrians might be affected by TTC zones, including the young, elderly, and people with disabilities such as hearing, vision, or mobility. Pedestrians need a clearly delineated and usable travel path. Considerations for pedestrians with disabilities are addressed in Section 6C.03.

Guidance:

02 *Prior to closing a sidewalk or other pedestrian facility, the maintaining agency should advise users of the future closure.*

Standard:

03 **If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided.**

Option:

04 If establishing or maintaining an alternate pedestrian route is not feasible during the project, an alternate means of providing for pedestrians may be used, such as adding free bus service around the project or assigning someone the responsibility to assist pedestrians with disabilities through the project limits.

05 If an existing pedestrian route is impacted by a short-duration or a short-term stationary work zone that is attended with project personnel, establishing an alternate pedestrian route may not be necessary if the work can be stopped and pedestrians can navigate the work zone. Pedestrians may be delayed for a short period of time for project personnel to move equipment and material to facilitate passage. Work zone personnel may also provide assistance to pedestrians as necessary.

Support:

06 Pedestrians are reluctant to retrace their steps to a prior intersection for a crossing or to add distance or out-of-the-way travel to a destination.

Guidance:

07 *The following three items should be considered when planning for pedestrians in TTC zones:*

A. Pedestrians should not be led into conflicts with vehicles, equipment, and operations.
B. Pedestrians should not be led into conflicts with vehicles moving through or around the worksite.
C. Pedestrians should be provided with a convenient and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s).

08 *A pedestrian route should not be severed and/or moved for non-construction activities such as parking for vehicles and equipment.*

09 *TTC zones should be designed to minimize conflicts between vehicular and pedestrian movements. Consideration should be made to separate pedestrian movements from both worksite activity and vehicular traffic. Unless an acceptable route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock worksites that will induce them to attempt skirting the worksite or making a midblock crossing.*

Support:

10 Figures 6P-28 and 6P-29 show typical TTC device usage and techniques for pedestrian movement through work zones.

Guidance:

11 *To accommodate the needs of pedestrians, including those with disabilities, the following considerations should be addressed when temporary pedestrian pathways in TTC zones are designed or modified:*

A. Provisions for continuity of accessible paths for pedestrians should be incorporated into the TTC plan.
B. Access to transit stops should be maintained.

C. A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to pedestrians with disabilities. The geometry and alignment of the facility should meet the applicable requirements of the "U.S. Department of Justice 2010 ADA Standards for Accessible Design, September 15, 2010, 28 CFR 35 and 36, Americans with Disabilities Act of 1990."

D. The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 60 inches throughout the entire length of the pedestrian pathway, a 60 x 60-inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.

E. Blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with vision disabilities by providing devices such as audible information devices or barriers and channelizing devices that are detectable to the pedestrians traveling with the aid of a long cane or who have vision disabilities.

F. When channelization is used to delineate a pedestrian pathway, a continuous detectable edging should be provided throughout the length of the facility such that pedestrians using a long cane can follow it. These detectable edgings should comply with the provisions of Section 6M.04.

G. Signs and other devices mounted lower than 7 feet above the temporary pedestrian pathway should not project more than 4 inches into accessible pedestrian facilities.

Support:

12 Where pedestrians in TTC zones are routed on temporary pedestrian pathways, providing information in non-visual formats (such as accessible pedestrian signals with audible tones and/or speech messages, and vibrotactile surfaces) aids pedestrians with vision disabilities so they can navigate the temporary pathway. Section 6C.03 contains additional information on accessibility considerations in TTC zones. Section 4K.01 contains information on accessible pedestrian signals.

Option:

13 Whenever it is feasible, the worksite may be closed off from pedestrian intrusion if doing so is determined to be preferable to channelizing pedestrians along the site with TTC devices.

Guidance:

14 *Fencing should not create sight distance restrictions for road users. Fences should not be constructed of materials that would be hazardous if impacted by vehicles. Wooden railing, fencing, and similar systems placed immediately adjacent to motor vehicle traffic should not be used as substitutes for crashworthy temporary traffic barriers.*

15 *Ballast for TTC devices should be kept to the minimum amount needed and should be mounted low to prevent penetration of the vehicle windshield.*

16 *Movement by work vehicles and equipment across designated pedestrian paths should be minimized and, when necessary, should be controlled by flaggers or other TTC. Staging or stopping of work vehicles or equipment along the side of pedestrian paths should be avoided, since it encourages movement of workers, equipment, and materials across the pedestrian path.*

17 *Access to the work space by workers and equipment across pedestrian walkways should be minimized because the access often creates unacceptable changes in grade, and rough or muddy terrain, and pedestrians will tend to avoid these areas by attempting non-intersection crossings where no curb ramps are available.*

Option:

18 A canopied walkway may be used to protect pedestrians from falling debris, and to provide a covered passage for pedestrians.

Guidance:

19 *Covered walkways should be sturdily constructed and adequately lighted for nighttime use.*

20 *When pedestrian and vehicle paths are rerouted to a closer proximity to each other, consideration should be given to separating them by a temporary traffic barrier.*

21 *If a temporary traffic barrier is used to shield pedestrians, it should be designed to accommodate site conditions.*

Support:

22 Depending on the possible vehicular speed and angle of impact, temporary traffic barriers might deflect upon impact by an errant vehicle. Guidance for locating and designing temporary traffic barriers can be found in Chapter 9 of the "Roadside Design Guide," 4th Edition, 2011, AASHTO.

Standard:

23 **Normal vertical curbing shall not be used as a substitute for temporary traffic barriers when temporary traffic barriers are needed.**

Option:

24 Temporary traffic barriers or longitudinal channelizing devices may be used to discourage pedestrians from unauthorized movements into the work space. They may also be used to inhibit conflicts with vehicular traffic by minimizing the possibility of midblock crossings.

Support:

25 A major concern for pedestrians is building construction encroaching onto the contiguous sidewalks, which forces pedestrians off the curb into direct conflict with moving vehicles.

Guidance:

26 *If a significant potential exists for vehicle incursions into the pedestrian path, pedestrians should be rerouted or temporary traffic barriers should be installed.*

Support:

27 TTC devices, temporary traffic barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.

Guidance:

28 *Tape, rope, or plastic chain strung between devices should not be used as a control for pedestrian movements because they are not detectable and are therefore not accessible to and usable by individuals with disabilities.*

29 *In general, pedestrian routes should be preserved in urban and commercial suburban areas. Alternative routing should be discouraged.*

30 *The highway agency in charge of the TTC zone should regularly inspect the activity area so that effective pedestrian TTC is maintained.*

Section 6C.03 Accessibility Considerations

Support:

01 Additional information on the design and construction of accessible temporary facilities is found in the "Guidelines for Accessible Pedestrian Signals (NCHRP Web-Only Document 117B)," 2008 Edition (TRB) and the U.S. Department of Justice 2010 ADA Standards for Accessible Design, September 15, 2010, 28 CFR 35 and 36, Americans with Disabilities Act of 1990.

02 Where pedestrians are detoured to a temporary traffic control signal, an accessible pedestrian signal (see Chapter 4K) provides information in non-visual formats (such as audible tones and/or speech messages, and vibrating surfaces) so that a pedestrian with vision disabilities can know when to cross the street along the alternate route.

Guidance:

03 *Adequate provisions should be made for pedestrians with disabilities. The extent of needs for such provisions should be determined through engineering judgment or by the individual responsible for each TTC zone situation.*

Standard:

04 **When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. A barrier that is detectable by a person with a vision disability traveling with the aid of a long cane shall be placed across the full width of the closed pedestrian facility.**

Support:

05 Maintaining a detectable, channelized pedestrian route is much more useful to pedestrians with vision disabilities than closing a walkway and providing audible directions to an alternate route involving additional crossings and a return to the original route. Braille is not useful in conveying such information because it is difficult to find. Audible instructions might be provided, but the extra distance and additional street crossings might add complexity to a trip.

Guidance:

06 *Because printed signs and surface delineation are not usable by pedestrians with vision disabilities, blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with vision disabilities by providing audible information devices, tactile and/or vibrating surface devices, and barriers and channelizing devices that are detectable to pedestrians traveling with the aid of a long cane or who have vision disabilities.*

Support:

07 The most desirable way to provide information to pedestrians with vision disabilities that is equivalent to visual signing for notification of sidewalk closures is a speech message provided by an audible information device. Devices that provide speech messages in response to passive pedestrian actuation are the most desirable. Other devices that continuously emit a message, or that emit a message in response to use of a pushbutton, are also acceptable. Audible information devices might not be needed if detectable channelizing devices make an alternate route of travel evident to pedestrians with vision disabilities.

Guidance:

08 *If a pushbutton is used to provide equivalent TTC information to pedestrians with vision disabilities, the pushbutton should be equipped with a locator tone to notify pedestrians with vision disabilities that a special accommodation is available, and to help them locate the pushbutton.*

Section 6C.04 Worker Safety Considerations

Support:

01 Equally as important as the safety of road users traveling through the TTC zone is the safety of workers. TTC zones present temporary and constantly changing conditions that are unexpected by road users. This creates an even higher degree of vulnerability for workers on or near the roadway.

02 Maintaining TTC zones with road user flow inhibited as little as possible, and using TTC devices that get the road users' attention and provide positive direction are of particular importance. Likewise, equipment and vehicles moving within the activity area create a risk to workers on foot. When possible, the separation of moving equipment and construction vehicles from workers on foot provides the operators of these vehicles with a greater separation clearance and improved sight lines to minimize exposure to the hazards of moving vehicles and equipment.

Guidance:

03 *The following are the key elements of worker safety and TTC management that should be considered to improve worker safety:*

- *A. Training—all workers should be trained on how to work next to motor vehicle traffic in ways that minimize their vulnerability. Workers having specific TTC responsibilities should be trained in TTC techniques, device usage, and placement.*
- *B. Temporary Traffic Barriers—temporary traffic barriers should be placed along the work space depending on factors such as lateral clearance of workers from adjacent traffic, speed of traffic, duration and type of operations, time of day, and volume of traffic.*
- *C. Speed Management—reducing the speed of vehicular traffic, mainly through regulatory speed zoning, funneling, lane reduction, and/or the use of speed safety cameras, uniformed law enforcement officers, or flaggers should be considered.*
- *D. Activity Area—operations entering and departing the work space, and within the work space, should be planned to minimize backing maneuvers by construction vehicles and equipment to minimize the risk of run-over and back-over crashes.*
- *E. Worker Safety Planning—a trained person designated by the employer should conduct a basic hazard assessment for the worksite and job classifications required in the activity area. This safety professional should determine whether engineering, administrative, or personal protection measures should be implemented. This plan should be in accordance with the Occupational Safety and Health Act of 1970, as amended, "General Duty Clause" Section 5(a)(1) - Public Law 91-596, 84 Stat. 1590, December 29, 1970, as amended, and with the requirement to assess worker risk exposures for each job site and job classification, as per 29 CFR 1926.20 (b)(2) of "Occupational Safety and Health Administration Regulations, General Safety and Health Provisions."*

Option:

04 The following are additional elements of TTC management that may be considered to improve worker safety:

- A. Shadow Vehicle—in the case of mobile and constantly moving operations, such as pothole patching and striping operations, a shadow vehicle, equipped with appropriate lights and warning signs, may be used to protect the workers from impacts by errant vehicles. The shadow vehicle may be equipped with a rear-mounted impact attenuator.
- B. Road Closure—if alternate routes are available to handle road users, the road may be closed temporarily to facilitate project completion and thus further reduce worker vulnerability.
- C. Law Enforcement Use—in highly vulnerable work situations, particularly those of relatively short-duration, law enforcement units may be utilized to heighten the awareness of passing vehicular traffic and to improve safety through the TTC zone.
- D. Lighting—for nighttime work, the TTC zone and approaches may be lighted.

E. Special Devices—these include rumble strips, changeable message signs, hazard identification beacons, flags, and warning lights. Intrusion warning devices may be used to alert workers to the approach of errant vehicles.

Support:

05 Judicious use of the special devices described in Item E in Paragraph 4 of this Section might be helpful for certain difficult TTC situations, but misuse or overuse of special devices or techniques might lessen their effectiveness.

Section 6C.05 High-Visibility Safety Apparel

Standard:

01 **For daytime and nighttime activity, all workers, including emergency responders, within the right-of-way who are within the TTC zone shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107–2015 publication entitled "American National Standard for High-Visibility Safety Apparel and Headwear," or equivalent revisions, except as provided in Paragraph 4 of this Section. A person designated by the employer to be responsible for worker safety shall make the selection of the appropriate class of garment.**

02 **The apparel background (outer) material color shall be fluorescent orange-red, fluorescent yellow-green, or a combination of the two as defined in the ANSI standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors.**

03 **When uniformed law enforcement personnel are used to direct traffic, to investigate crashes, or to handle lane closures, obstructed roadways, and disasters, high-visibility safety apparel as described in this Section shall be worn by the law enforcement personnel.**

Option:

04 Emergency and incident responders and law enforcement personnel within the TTC zone may wear high-visibility safety apparel that meets the performance requirements of the ANSI/ISEA 207-2006 publication entitled "American National Standard for High-Visibility Public Safety Vests," or equivalent revisions, and labeled as ANSI 207-2006, in lieu of ANSI/ISEA 107-2015 apparel.

Standard:

05 **Except as provided in Paragraph 6 of this Section, firefighters or other emergency responders working within the right-of-way shall wear high-visibility safety apparel as described in this Section.**

Option:

06 Firefighters or other emergency responders working within the right-of-way and engaged in emergency operations that directly expose them to flame, fire, heat, and/or hazardous materials may wear retroreflective turn-out gear that is specified and regulated by other organizations, such as the National Fire Protection Association.

Guidance:

07 *For flagger wear during nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107–2015 publication entitled "American National Standard for High-Visibility Apparel and Headwear," or equivalent revision, and labeled as meeting the ANSI 107-2015 standard performance for Class 3 risk exposure should be worn.*

CHAPTER 6D. FLAGGER CONTROL

Section 6D.01 Qualifications for Flaggers

Guidance:

01 *Because flaggers are responsible for public safety and make the greatest number of contacts with the public of all highway workers, they should be trained in proper traffic control practices and public contact techniques. Flaggers should be able to satisfactorily demonstrate the following abilities:*

- *A. Ability to receive and communicate specific instructions clearly, firmly, and courteously;*
- *B. Ability to move and maneuver quickly in order to avoid danger from errant vehicles;*
- *C. Ability to control signaling devices (such as paddles and flags) in order to provide clear and positive guidance to drivers approaching a TTC zone in frequently changing situations;*
- *D. Ability to understand and apply proper traffic control practices, sometimes in stressful or emergency situations; and*
- *E. Ability to recognize dangerous traffic situations and warn workers in sufficient time to avoid injury.*

Section 6D.02 STOP/SLOW Paddle for Hand-Signaling

Guidance:

01 *The STOP/SLOW paddle (see Figure 6D-1 and Table 6G-1) should be the primary and preferred hand-signaling device because the STOP/SLOW paddle gives road users more positive guidance than red flags.*

Standard:

02 **The STOP/SLOW paddle (R1-1 and W20-8) shall have an octagonal shape on a rigid handle. When used at night, the STOP/SLOW paddle shall be retroreflectorized.**

Option

03 A STOP/STOP or a SLOW/SLOW paddle may be used in certain situations (see Section 6D.05), provided the device meets the size and shape requirements for the STOP/SLOW paddle.

Guidance:

04 *The STOP/SLOW paddle should be fabricated from light semi-rigid material.*

Support:

05 The optimum method of displaying a STOP or SLOW message is to place the STOP/SLOW paddle on a rigid staff that is tall enough that when the end of the staff is resting on the ground, the message is high enough to be seen by approaching or stopped traffic.

Option:

06 The STOP/SLOW paddle may be modified to improve conspicuity by incorporating either white or red flashing lights on the STOP face, and either white or yellow flashing lights on the SLOW face. The flashing lights may be arranged in any of the following patterns:

- A. Two white or red lights, one centered vertically above and one centered vertically below the STOP legend; and/or two white or yellow lights, one centered vertically above and one centered vertically below the SLOW legend;
- B. Two white or red lights, one centered horizontally on each side of the STOP legend; and/or two white or yellow lights, one centered horizontally on each side of the SLOW legend;
- C. One white or red light centered below the STOP legend; and/or one white or yellow light centered below the SLOW legend;
- D. A series of eight or more small white or red lights no larger than ¼ inch in diameter along the outer edge of the paddle, arranged in an octagonal pattern at the eight corners of the border of the STOP face; and/or a series of eight or more small white or yellow lights no larger than ¼ inch in diameter along the outer edge of the paddle, arranged in a diamond pattern along the border of the SLOW face; or
- E. A series of white lights forming the shapes of the letters in the legend.

Standard:

07 **If flashing lights are used on the STOP face of the paddle, their colors shall be all white or all red. If flashing lights are used on the SLOW face of the paddle, their colors shall be all white or all yellow.**

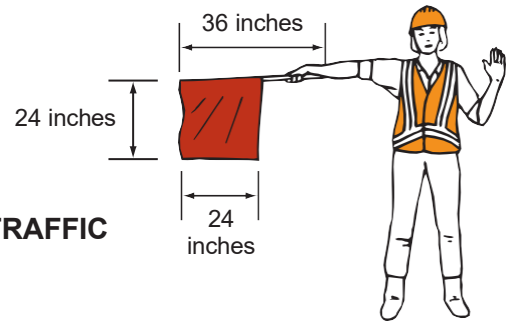
08 **If more than eight flashing lights are used, the lights shall be arranged such that they clearly convey the octagonal shape of the STOP face of the paddle and/or the diamond shape of the SLOW face of the paddle.**

09 **If flashing lights are used on the STOP/SLOW paddle, the flash rate shall be at least 50, but not more than 60, flashes per minute.**

Figure 6D-1. Use of Hand-Signaling Devices by Flaggers

PREFERRED METHOD
STOP/SLOW Paddle

EMERGENCY SITUATIONS ONLY
Red Flag



TO STOP TRAFFIC

TO LET
TRAFFIC PROCEED

TO ALERT AND
SLOW TRAFFIC

Section 6D.03 Flag for Hand-Signaling

Guidance:

01 *Use of flags should be limited to emergency situations.*

Standard:

02 **Flags, when used, shall be red or fluorescent orange-red in color, shall be a minimum of 24 inches square, and shall be securely fastened to a staff that is approximately 36 inches in length.**

Guidance:

03 *The free edge of a flag should be weighted so the flag will hang vertically, even in heavy winds.*

Standard:

04 **When used at nighttime, flags shall be retroreflectorized.**

Section 6D.04 Flashlight for Hand-Signaling

Option:

01 When flagging in an emergency situation at night in a non-illuminated flagger station, a flagger may use a flashlight with a red glow cone to supplement the STOP/SLOW paddle or flag.

Standard:

02 **When a flashlight is used for flagging in an emergency situation at night in a non-illuminated flagger station, the flagger shall hold the flashlight in the left hand, shall hold the paddle or flag in the right hand as shown in Figure 6D-1, and shall use the flashlight in the following manner to control approaching road users:**

- **A. To inform road users to stop, the flagger shall hold the flashlight with the left arm extended and pointed down toward the ground, and then shall slowly wave the flashlight in front of the body in a slow arc from left to right such that the arc reaches no farther than 45 degrees from vertical.**
- **B. To inform road users to proceed, the flagger shall point the flashlight at the vehicle's bumper, slowly aim the flashlight toward the open lane, then hold the flashlight in that position. The flagger shall not wave the flashlight.**
- **C. To alert or slow traffic, the flagger shall point the flashlight toward oncoming traffic and quickly wave the flashlight in a Figure eight motion.**

Section 6D.05 Flagger Procedures

Support:

01 The use of paddles and flags by flaggers is illustrated in Figure 6D-1.

Standard:

02 **Flaggers shall use a STOP/SLOW paddle, a flag, or an Automated Flagger Assistance Device (AFAD) (see Sections 6L.02 through 6L.04) to control road users approaching a TTC zone. The use of hand movements alone without a paddle, flag, or AFAD to control road users shall be prohibited when controlling traffic in a one-lane two-way operation except when the control is provided by emergency responders at incident scenes as described in Section 6O.01 or provided by uniformed law enforcement officers.**

03 **The following methods of signaling with a paddle shall be used:**

- **A. To stop road users, the flagger shall face road users and aim the STOP paddle face toward road users in a stationary position with the arm extended horizontally away from the body. The free arm shall be held with the palm of the hand above shoulder level toward approaching traffic.**
- **B. To direct stopped road users to proceed, the flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body. The flagger shall motion with the free hand for road users to proceed.**
- **C. To alert or slow traffic, the flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body.**

Option:

04 To further alert or slow traffic, the flagger holding the SLOW paddle face toward road users may motion up and down with the free hand, palm down.

Standard:

05 **The following methods of signaling with a flag shall be used:**

- **A. To stop road users, the flagger shall face road users and extend the flag staff horizontally across the road users' lane in a stationary position so that the full area of the flag is visibly hanging below the staff. The free arm shall be held with the palm of the hand above shoulder level toward approaching traffic.**

B. To direct stopped road users to proceed, the flagger shall face road users with the flag and arm lowered from the view of the road users, and shall motion with the free hand for road users to proceed. Flags shall not be used to signal road users to proceed.

C. To alert or slow traffic, the flagger shall face road users and slowly wave the flag in a sweeping motion of the extended arm from shoulder level to straight down without raising the arm above a horizontal position. The flagger shall keep the free hand down.

Guidance:

06 *The flagger should stand either on the shoulder adjacent to the road user being controlled or in the closed lane prior to stopping road users. A flagger should only stand in the lane being used by moving road users after road users have stopped. The flagger should be clearly visible to the first approaching road user at all times. The flagger also should be visible to other road users. The flagger should be stationed sufficiently in advance of the workers to warn them (for example, with audible warning devices such as horns or whistles) of approaching danger by out-of-control vehicles. The flagger should stand alone, away from other workers, work vehicles, or equipment.*

Option:

07 In certain conditions, it may be more appropriate for a flagger to use a STOP/STOP or a SLOW/SLOW paddle to convey the appropriate message to approaching road users and avoid confusing those that are approaching the operation from the opposing direction.

Section 6D.06 Flagger Stations

Standard:

01 **Except as provided in Paragraph 2 of this Section, flagger stations shall be located such that approaching road users will have sufficient distance to stop at an intended stopping point.**

Option:

02 If sufficient stopping sight distance is not achievable, the location of the flagger station may be modified based on engineering judgment.

03 The distances shown in Table 6B-2, which provides information regarding the stopping sight distance as a function of speed, may be used for the location of a flagger station. These distances may be increased for downgrades and other conditions that affect stopping distance.

Guidance:

04 *Flagger stations should be located such that an errant vehicle has additional space to stop without entering the work space. The flagger should identify an escape route that can be used to avoid being struck by an errant vehicle.*

Standard:

05 **Except in emergency situations, flagger stations shall be preceded by an advance warning sign or signs. Except in emergency situations, flagger stations shall be illuminated when flagging is used at night.**

CHAPTER 6E. ONE-LANE, TWO-WAY TRAFFIC CONTROL

Section 6E.01 One-Lane, Two-Way Traffic Control – General

Standard:

01 **Except as provided in Paragraph 4 of this Section, when traffic in both directions must use a single lane for a limited distance, movements from each end shall be coordinated.**

Guidance:

02 *Provisions should be made for alternate one-way movement through the constricted section via methods such as flagger control, a flag transfer, a pilot car, traffic control signals, or stop or yield control.*

03 *Control points at each end should be chosen to permit easy passing of opposing lanes of vehicles.*

Option:

04 If the work space on a low-volume street or road is short and road users from both directions are able to see the traffic approaching from the opposite direction through and beyond the worksite, the movement of traffic through a one-lane, two-way constriction may be self-regulating.

Section 6E.02 Flagger Method

Guidance:

01 *Except as provided in Paragraph 2 of this Section, traffic should be controlled by a flagger at each end of a constricted section of roadway. One of the flaggers should be designated as the coordinator. To provide coordination of the control of the traffic, the flaggers should be able to communicate with each other orally, electronically, or with manual signals. These manual signals should not be mistaken for flagging signals.*

Option:

02 When a one-lane, two-way TTC zone is short enough to allow a flagger to see from one end of the zone to the other, traffic may be controlled by either a single flagger or by a flagger at each end of the section.

Guidance:

03 *When a single flagger is used, the flagger should be stationed on the shoulder opposite the constriction or work space, or in a position where good visibility and traffic control can be maintained at all times. When good visibility and traffic control cannot be maintained by one flagger station, traffic should be controlled by a flagger at each end of the section.*

Section 6E.03 Flag Transfer Method

Support:

01 The driver of the last vehicle proceeding into the one-lane section is given a red flag (or other token) and instructed to deliver it to the flagger at the other end. The opposite flagger, upon receipt of the flag, then knows that traffic can be permitted to move in the other direction. A variation of this method is to replace the use of a flag with an official pilot car that follows the last road user vehicle proceeding through the section.

Guidance:

02 *The flag transfer method should be employed only where the one-way traffic is confined to a relatively short length of a road, usually no more than 1 mile in length.*

Section 6E.04 Pilot Car Method

Option:

01 A pilot car may be used to guide a queue of vehicles through the TTC zone or detour.

Guidance:

02 *The pilot car should have the name of the contractor or contracting authority prominently displayed.*

Standard:

03 **The PILOT CAR FOLLOW ME (G20-4) sign (see Figure 6H-1) shall be mounted on the top or on the rear of the pilot vehicle (see Section 6H.37).**

04 **The pilot car operation shall be coordinated with flagging operations or other methods of control at each end of the one lane section of the work zone.**

05 **If an Automated Flagger Assistance Device (AFAD) (see Section 6L.02) is used in pilot car operations, the AFAD shall be operated by a flagger positioned near and within the line of sight of the AFAD. The AFAD shall not be left unattended at any time that the AFAD is being used.**

Guidance:

06 *If temporary traffic control signals are used in pilot car operations and long wait times will be encountered by road users, consideration should be given to using signs to notify drivers of the wait time and/or pilot car operation, based on engineering judgment.*

Section 6E.05 Temporary Traffic Control Signal Method

Option:

01 Traffic control signals may be used to control vehicular traffic movements in one-lane, two-way TTC zones (see Figure 6P-12 and Chapter 4O).

Section 6E.06 Stop or Yield Control Method

Option:

01 STOP or YIELD signs may be used to control traffic on low-volume roads at a one-lane, two-way TTC zone when drivers are able to see the other end of the one-lane, two-way operation and have sufficient visibility of approaching vehicles.

Guidance:

02 *If the STOP or YIELD sign is installed for only one direction, then the STOP or YIELD sign should face road users who are driving on the side of the roadway that is closed for the work activity area.*

CHAPTER 6F. TEMPORARY TRAFFIC CONTROL ZONE SIGNS – GENERAL

Section 6F.01 General Characteristics of TTC Zone Signs

Support:

01 TTC zone signs convey both general and specific messages by means of words, symbols, and/or arrows and have the same three categories as all road user signs: regulatory, warning, and guide.

Option:

02 Where the color orange is required, the fluorescent orange color may also be used.

Support:

03 The fluorescent version of orange provides higher conspicuity than standard orange, especially during twilight.

Option:

04 Standard orange flags, flashing beacons, and/or flashing warning lights may be used in conjunction with signs.

Standard:

05 **When standard orange flags, flashing beacons, and/or flashing warning lights are used in conjunction with a sign, they shall not block the sign face.**

06 **Except as provided in Section 2A.07, the sizes for TTC signs and plaques shall be as shown in Tables 6G-1, 6H-1, and 6I-1. The sizes in the minimum column shall only be used on low-volume rural roads, local streets, or roadways where the operating speed is 30 mph or less.**

Option:

07 The dimensions of signs and plaques shown in Tables 6G-1, 6H-1, and 6I-1 may be increased wherever necessary for greater legibility or emphasis.

Support:

07A When use of larger size signs and plaques is being considered, the crashworthiness of the support system for the signs and plaques should also be considered- adjustments may be needed to accommodate the larger sign area.

Guidance:

08 *Deviations from standard sizes as prescribed in this Manual should be in 6-inch increments.*

Support:

09 Sign design details are contained in the "Standard Highway Signs" publication (see Section 1A.05).

10 Section 2A.04 contains additional information regarding the design of signs, including an Option allowing the development of special word message signs if a standard word message or symbol sign is not available to convey the necessary regulatory, warning, or guidance information.

Standard:

11 **All signs used at night shall be either retroreflective or illuminated to show the same shape and similar color both day and night.**

12 **The requirement for sign illumination shall not be considered to be satisfied by street, highway, or strobe lighting.**

Option:

13 Sign illumination may be either internal or external.

14 Signs may be made of rigid or flexible material.

Section 6F.02 Sign Placement

Guidance:

01 *Signs should be located on the right-hand side of the roadway unless otherwise provided in this Manual.*

Option:

02 Where special emphasis is needed, signs may be placed on both the left-hand and right-hand sides of the roadway. Signs mounted on portable supports may be placed within the roadway itself. Signs may also be mounted on or above barricades.

Support:

03 The provisions of this Section regarding mounting height apply unless otherwise provided for a particular sign elsewhere in this Manual.

Standard:

04 **The minimum height, measured vertically from the bottom of the sign to the elevation of the near edge of the pavement, of signs installed at the side of the road in rural areas shall be 5 feet (see Figure 6F-1).**

05 **The minimum height, measured vertically from the bottom of the sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way, of signs installed at the side of the road in business, commercial, or residential areas where parking or pedestrian movements are likely to occur, or where the view of the sign might be obstructed, shall be 7 feet (see Figure 6F-1).**

06 **The minimum height, measured vertically from the bottom of the sign to the sidewalk, of signs installed above sidewalks shall be 7 feet.**

07 **The bottom of a sign mounted on a barricade, or other portable support, shall be at least 1 foot above the traveled way.**

Option:

08 The height to the bottom of a secondary sign mounted below another sign may be 1 foot less than the height provided in Paragraphs 4 through 6 of this Section.

Guidance:

09 *Neither portable nor permanent sign supports should be located on sidewalks, bicycle facilities, or areas designated for pedestrians or bicyclists.*

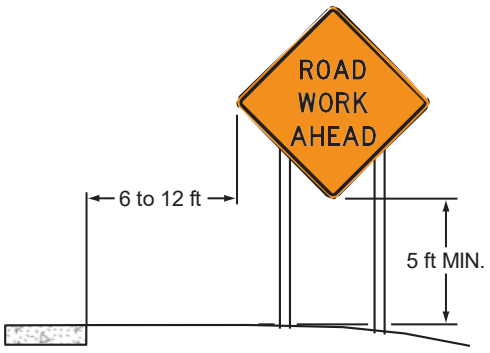
Standard:

10 **Signs shall be mounted and placed in accordance with Section 307 of the U.S. Department of Justice 2010 ADA Standards for Accessible Design, September 15, 2010, 28 CFR 35 and 36, Americans with Disabilities Act of 1990.**

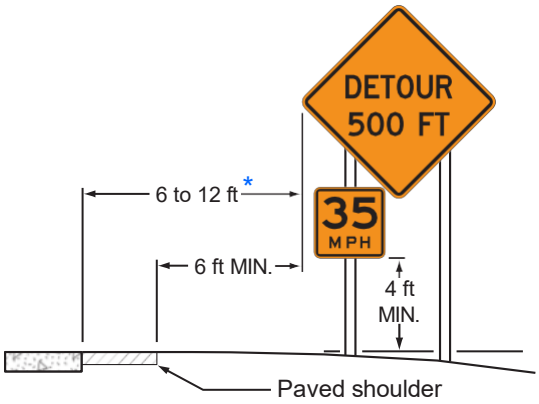
Guidance:

11 *Except as provided in Paragraph 12 of this Section, signs mounted on portable sign supports that do not meet the minimum mounting heights provided in Part 2 should not be used for a duration of more than 7 days.*

Figure 6F-1. Height and Lateral Location of Signs—Typical Installations

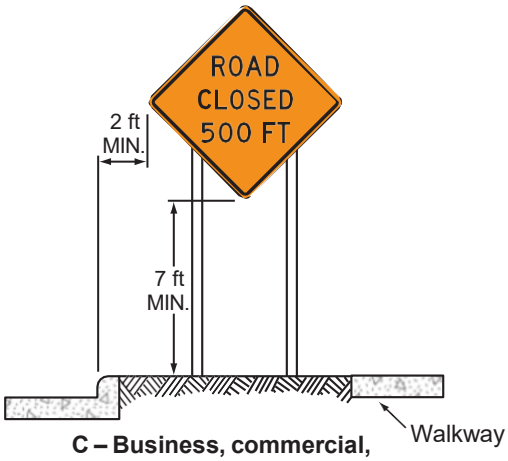


A – Rural area

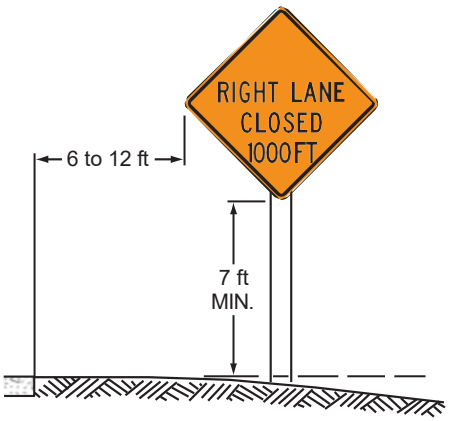


B – Rural area with advisory speed plaque

* Note: 12 ft is the typical lateral offset unless the paved shoulder is wider than 4 ft.



C – Business, commercial, or residential area



D – Business, commercial, or residential area (without curb)

Option:

12 The R9-8 through R9-11a series, R11 series, W1-8 series, M4-10, E5-1, or other similar type signs (see Figures 6G-1, 6H-1, and 6I-1) may be used on portable sign supports that do not meet the minimum mounting heights provided in Part 2 for longer than 7 days.

Support:

13 Methods of mounting signs other than on posts are illustrated in Figure 6F-2.

Guidance:

14 *Signs mounted on Type 3 Barricades should not cover more than 50 percent of the top two rails or 33 percent of the total area of the three rails.*

Standard:

15 **Signs and sign supports used together shall be crashworthy (see Section 6A.04). Where large signs having an area exceeding 50 square feet are installed on multiple breakaway posts, the clearance from the ground to the bottom of the sign shall be at least 7 feet.**

Option:

16 For mobile operations, a sign may be mounted on a work vehicle, a shadow vehicle, or a trailer stationed in advance of the TTC zone or moving along with it.

Section 6F.03 Sign Maintenance

Guidance:

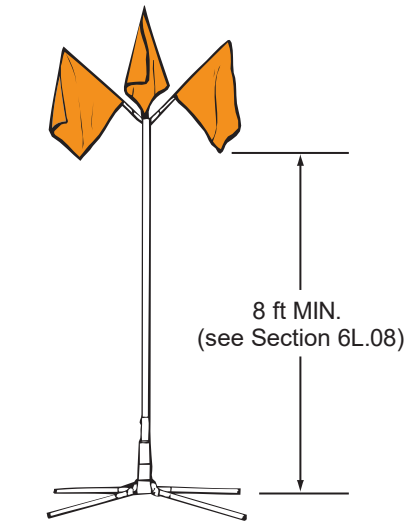
01 *Signs should be properly maintained for cleanliness, visibility, retroreflectivity, and correct positioning.*

02 *Signs that have lost significant legibility should be promptly replaced.*

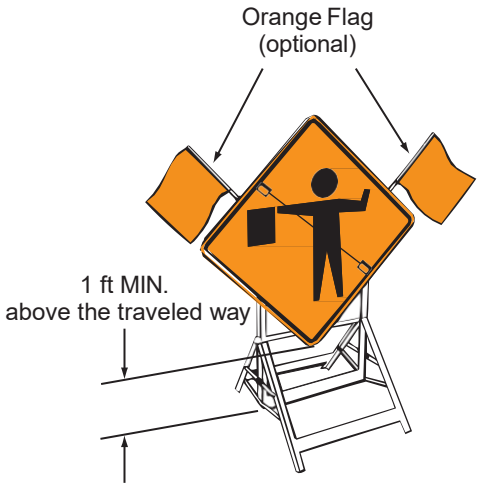
Support:

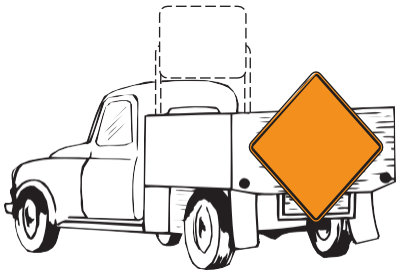
03 Section 2A.21 contains information regarding the retroreflectivity of signs, including the signs that are used in TTC zones.

Figure 6F-2. Methods of Mounting Signs Other Than on Posts

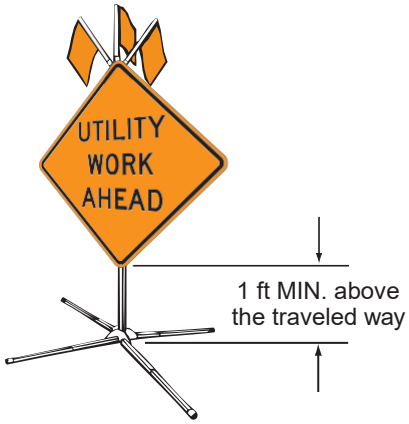


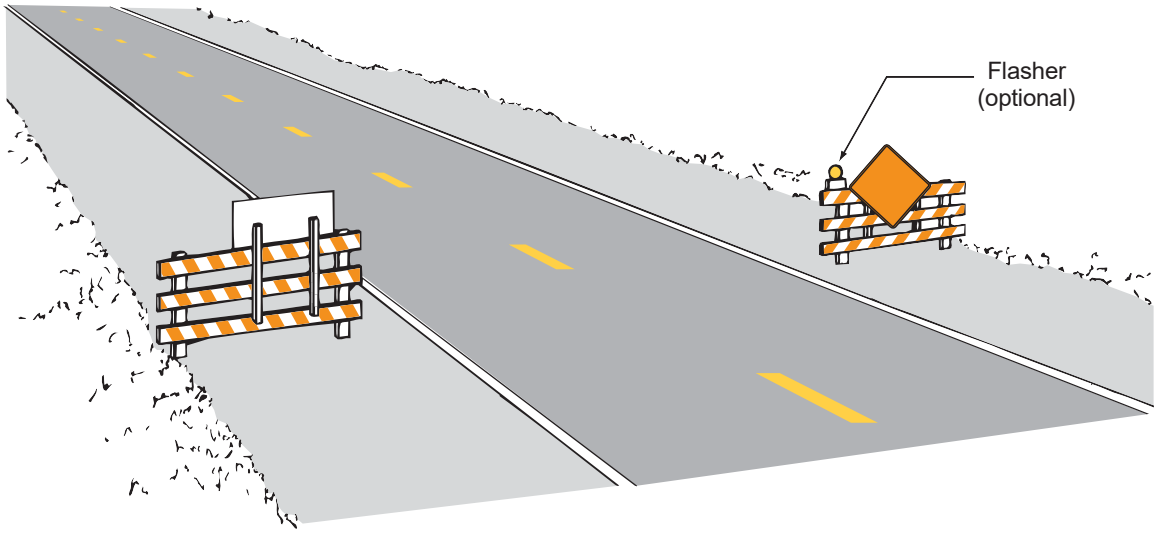
High-Level Warning Device
(Flag Tree)





PORTABLE AND TEMPORARY MOUNTINGS





BARRICADES

CHAPTER 6G. TTC ZONE REGULATORY SIGNS

Section 6G.01 Regulatory Sign Authority

Support:

01 Regulatory signs such as those shown in Figure 6G-1 inform road users of traffic laws or regulations and indicate the applicability of legal requirements that would not otherwise be apparent.

Standard:

02 **Regulatory signs shall be authorized by the public agency or official having jurisdiction and shall conform with Chapter 2B.**

Section 6G.02 Regulatory Sign Design and Size

Standard:

01 **TTC regulatory signs shall comply with the Standards for regulatory signs presented in Part 2 and in the FHWA's "Standard Highway Signs" publication (see Section 1A.05).**

02 **The sizes for TTC regulatory signs shall be as shown in Table 6G-1.**

Support:

03 See Section 2A.07 for information on the applicability of the minimum dimensions for sign sizes.

Section 6G.03 Regulatory Sign Applications

Standard:

01 **If a TTC zone requires regulatory measures different from those existing, the existing permanent regulatory devices shall be removed or covered and superseded by the appropriate temporary regulatory signs. This change shall be made in compliance with applicable ordinances or statutes of the jurisdiction.**

Section 6G.04 Road Closed Signs (R11-2 Series)

Guidance:

01 *The ROAD CLOSED (R11-2) sign (see Figure 6G-1) should be used when the roadway is closed to all road users except contractors' equipment or officially authorized vehicles. The R11-2 sign should be accompanied by appropriate warning and detour signing.*

Option:

02 STREET CLOSED (R11-2a), BRIDGE OUT (R11-2b), or PATH CLOSED (R11-2c) signs may be substituted for Road Closed signs where applicable.

Guidance:

03 *Road Closed signs should be installed at or near the center of the roadway on or above a Type 3 Barricade that closes the roadway (see Section 6K.07).*

Standard:

04 **Road Closed signs shall not be used where road user flow is maintained through the TTC zone with a reduced number of lanes on the existing roadway or where the actual closure is some distance beyond the sign.**

Section 6G.05 Local Traffic Only Signs (R11-3 Series and R11-4)

Guidance:

01 *The Local Traffic Only signs (see Figure 6G-1) should be used where road user flow detours to avoid a closure some distance beyond the sign, but where local road users can use the roadway to the point of closure. These signs should be accompanied by appropriate warning and detour signing.*

02 *In rural applications, the Local Traffic Only sign should have the legend ROAD CLOSED XX MILES AHEAD, LOCAL TRAFFIC ONLY (R11-3).*

Option:

03 A ROAD (STREET) CLOSED TO THRU TRAFFIC (R11-4) sign or the legend ROAD CLOSED, LOCAL TRAFFIC ONLY may be used.

04 A word message that includes the name of an intersecting street name or well-known destination may be substituted for the words XX MILES AHEAD on the R11-3 sign where applicable.

04A In urban areas, the Local Traffic Only sign may have the legend ROAD CLOSED XX MILES AHEAD, LOCAL TRAFFIC ONLY (R11-3).

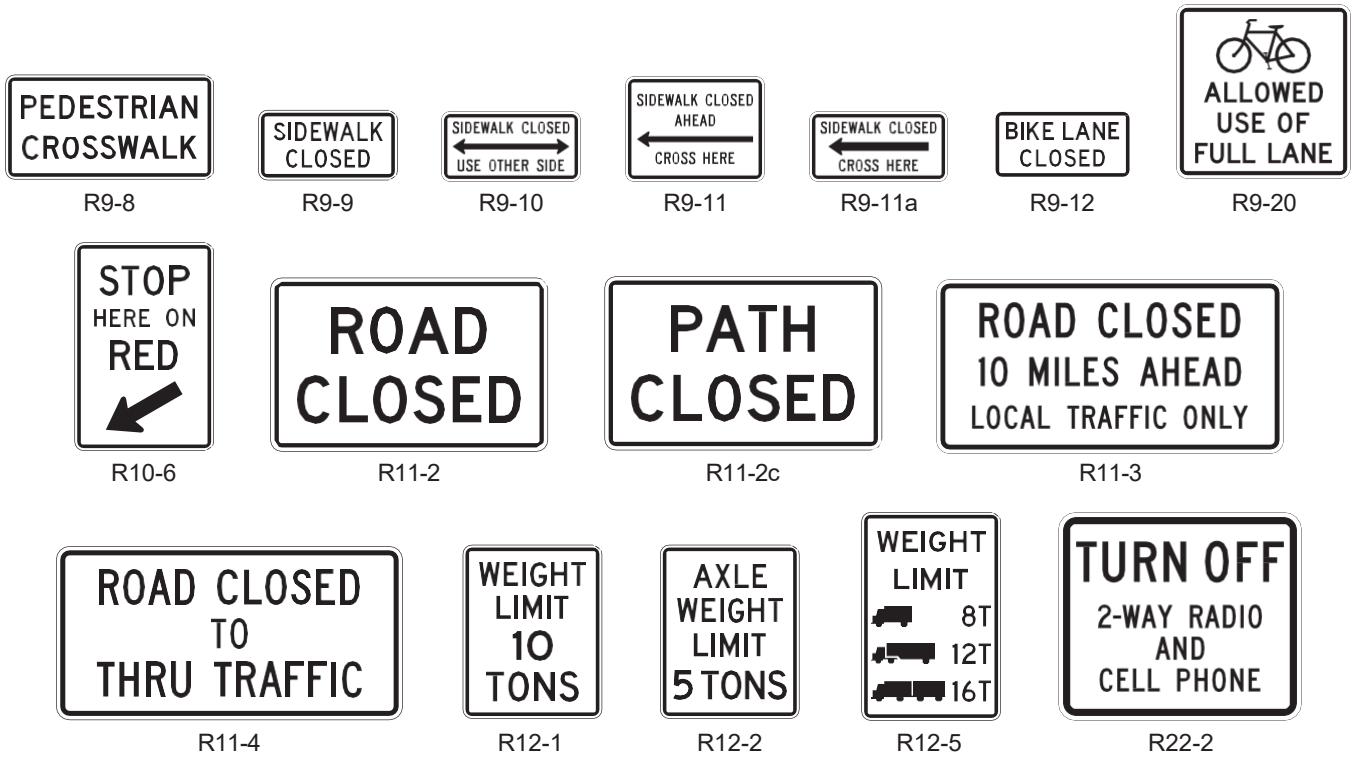
05 A STREET CLOSED (R11-3a) or BRIDGE OUT (R11-3b) sign may be substituted for an R11-3 sign, where applicable.

06 The words BRIDGE OUT, BRIDGE CLOSED, or STREET CLOSED may be substituted for the words ROAD CLOSED on the R11-4 sign where applicable.

Figure 6G-1. Regulatory Signs and Plaques in Temporary Traffic Control Zones (Sheet 1 of 2)

Note: See Chapter 2B for information on the application of these signs.

Figure 6G-1. Regulatory Signs and Plaques in Temporary Traffic Control Zones (Sheet 2 of 2)



Note: See Chapter 2B for information on the application of these signs.

Section 6G.06 Weight Limit Signs (R12-1, R12-2, and R12-5)

Standard:

01 **A Weight Limit sign (see Figure 6G-1), which shows the gross weight or axle weight that is permitted on the roadway or bridge, shall be consistent with State or local regulations and shall not be installed without the approval of the authority having jurisdiction over the highway.**

02 **When weight restrictions are imposed because of the activity in a TTC zone, a marked detour shall be provided for vehicles weighing more than the posted limit.**

Section 6G.07 STAY IN LANE Signs (R4-9 and R4-9a)

Option:

01 A STAY IN LANE (R4-9) sign (see Figure 6G-1) may be used where a multi-lane shift has been incorporated as part of the TTC on a highway to direct road users around road work that occupies part of the roadway on a multi-lane highway.

Guidance:

02 *A STAY IN LANE TO MERGE POINT (R4-9a) sign (see Figure 6G-1) should be used during late merge operations (see Section 6N.19) to direct traffic to use all available lanes until the merge point is reached.*

Section 6G.08 Work Zone and Higher Fines Signs and Plaques

Option:

01 A WORK ZONE (G20-5aP) or WORKSITE (XG20-5P) plaque (see Figure 6G-1) may be mounted above a Speed Limit sign to emphasize that a reduced speed limit is in effect within a TTC zone. An END WORK ZONE SPEED LIMIT (R2-12) sign (see Figure 6G-1) may be installed at the downstream end of the reduced speed limit zone.

Guidance:

02 *A BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 6G-1) should be installed at or near the beginning of a TTC zone where increased fines are imposed for traffic violations, and an END HIGHER FINES ZONE (R2-11) sign (see Figure 6G-1) should be installed at or near the downstream end of the TTC zone.*

Table 6G-1. Temporary Traffic Control Zone Regulatory Sign and Plaque Sizes

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Stop	R1-1	6G.02	30 x 30*	—	—
Stop (on Stop/Slow Paddle)	R1-1	6D.02	18 x 18	—	—
Yield	R1-2	6G.02	36 x 36 x 36*	—	30 x 30 x 30
To Oncoming Traffic (plaque)	R1-2aP	6G.02	36 x 30	48 x 36	24 x 18
Wait on Stop	R1-7	6L.03	24 x 30	24 x 30	—
Wait on Stop - Go on Slow	R1-7a	6G.03	30 x 36	30 x 36	—
Go on Slow	R1-8	6L.03	24 x 30	24 x 30	—
Speed Limit	R2-1	6G.08	24 x 30*	36 x 48	—
Fines Higher (plaque)	R2-6P	6G.08	24 x 18	36 x 24	—
Fines Double (plaque)	R2-6aP	6G.08	24 x 18	36 x 24	—
$XX Fine (plaque)	R2-6bP	6G.08	24 x 18	36 x 24	—
Begin Higher Fines Zone	R2-10	6G.08	24 x 30	36 x 48	—
End Higher Fines Zone	R2-11	6G.08	24 x 30	36 x 48	—
End Work Zone Speed Limit	R2-12	6G.08	24 x 36	36 x 54	—
Movement Prohibition	R3-1,2,3,4	6G.02	24 x 24*	36 x 36	—
Mandatory Movement Lane Control - Turn Only	R3-5	6G.02	30 x 36	—	—
Optional Movement Lane Control - Thru and Turn	R3-6	6G.02	30 x 36	—	—
Right (Left) Lane Must Turn Right (Left)	R3-7	6G.02	30 x 30*	—	—
Advance Intersection Lane Control (2 lanes)	R3-8	6G.02	30 x 30	—	—
Movement Prohibition - No U or Left Turn	R3-18	6G.02	24 x 24*	36 x 36	—
Movement Prohibition - No Straight Through	R3-27	6G.02	24 x 24*	36 x 36	—
Do Not Pass	R4-1	6G.02	24 x 30	36 x 48	—
Pass With Care	R4-2	6G.02	24 x 30	36 x 48	—
Keep Right	R4-7	6G.02	24 x 30	36 x 48	—
Narrow Keep Right	R4-7c	6G.02	18 x 30	—	—
Stay in Lane	R4-9	6G.07	24 x 30	36 x 48	—
Stay In Lane To Merge Point	R4-9a	6G.07	36 x 48	36 x 48	—
Do Not Enter	R5-1	6G.02	30 x 30*	36 x 36	—
Wrong Way	R5-1a	6G.02	36 x 24*	42 x 30	—
One Way	R6-1	6G.02	36 x 12*	48 x 18	—
One Way	R6-2	6G.02	24 x 30*	36 x 48	—
No Parking (symbol)	R8-3	6G.02	24 x 24*	36 x 36	—
Pedestrian Crosswalk	R9-8	6G.09	36 x 18	—	—
Sidewalk Closed	R9-9	6G.10	24 x 12	—	—
Sidewalk Closed, Use Other Side	R9-10	6G.10	24 x 12	—	—
Sidewalk Closed Ahead, Cross Here	R9-11	6G.10	24 x 18	—	—
Sidewalk Closed, Cross Here	R9-11a	6G.10	24 x 12	—	—
Bike Lane Closed	R9-12	6P.01	24 x 12	—	—
Stop Here on Red	R10-6	6L.04	24 x 36	—	—
Road Closed	R11-2, 2a, 2b, 2c	6G.04	48 x 30	—	—
Road Closed - Local Traffic Only	R11-3, 3a, 3b, 4	6G.05	60 x 30	—	—
Weight Limit	R12-1, 2	6G.06	24 x 30	36 x 48	—
Weight Limit	R12-5	6G.06	24 x 36	36 x 48	—
Turn Off 2-Way Radio and Cell Phone	R22-2	6G.11	42 x 36	42 x 36	—
Work Zone (plaque)	G20-5aP	6G.08	24 x 18	30 x 24	—
Worksite (plaque)	XG20-5P	6G.08	48 x 16	78 x 24	48 x 16
Speeding Max $1000 Reckless Driving Max 6 Yrs	R2-Y6	6G.12	78 x 42	78 x 42	60 x 36
Speeding Max $1000	R2-Y6a	6G.12	36 x 18	48 x 24	36 x 18
Reckless Driving Max 6 Yrs	R2-Y6b	6G.12	36 x 24	48 x 30	36 x 24

* See Table 2B-1 for minimum size required for signs facing traffic on multi-lane conventional roads Notes:

1. Larger signs may be used wherever necessary for greater legibility or emphasis
2. Dimensions are shown in inches and are shown as width x height
3. See Section 2A. 07 for information on the applicability of the minimum dimensions for sign sizes

Option:

03 Alternate legends such as BEGIN (or END) DOUBLE FINES ZONE may also be used for the R2-10 and R2-11 signs.

04 A FINES HIGHER, FINES DOUBLE, or $XX FINE plaque (see Section 2B.25 and Figure 6G-1) may be mounted below the Speed Limit sign if increased fines are imposed for traffic violations within the TTC zone.

05 Individual signs and plaques for work zone speed limits and higher fines may be combined into a single sign or may be displayed as an assembly of signs and plaques.

Section 6G.09 PEDESTRIAN CROSSWALK Sign (R9-8)

Option:

01 The PEDESTRIAN CROSSWALK (R9-8) sign (see Figure 6G-1) may be used to indicate where a temporary crosswalk has been established.

Standard:

02 **If a temporary crosswalk is established, it shall be accessible to pedestrians with disabilities in accordance with Section 6C.03.**

Section 6G.10 SIDEWALK CLOSED Signs (R9-9, R9-10, R9-11, and R9-11a)

Guidance:

01 *SIDEWALK CLOSED signs (see Figure 6G-1) should be used where pedestrian flow is restricted. Bicyclist/ Pedestrian Detour (M4-9a) signs or Pedestrian Detour (M4-9b) signs should be used where pedestrian flow is rerouted (see Section 6I.02).*

02 *The SIDEWALK CLOSED (R9-9) sign should be installed at the beginning of the closed sidewalk, at the intersections preceding the closed sidewalk, and elsewhere along the closed sidewalk as needed.*

03 *The SIDEWALK CLOSED, (ARROW) USE OTHER SIDE (R9-10) sign should be installed at the beginning of the restricted sidewalk when a parallel sidewalk exists on the other side of the roadway.*

04 *The SIDEWALK CLOSED AHEAD, (ARROW) CROSS HERE (R9-11) sign should be used to indicate to pedestrians that sidewalks beyond the sign are closed and to direct them to open crosswalks, sidewalks, or other travel paths.*

05 *The SIDEWALK CLOSED, (ARROW) CROSS HERE (R9-11a) sign should be installed just beyond the point to which pedestrians are being redirected.*

Support:

06 These signs are typically mounted on a detectable barricade to encourage compliance and to communicate with pedestrians that the sidewalk is closed. Printed signs are not useful to many pedestrians with vision disabilities. A barrier or barricade detectable by a person with a vision disability is sufficient to indicate that a sidewalk is closed. If the barrier is continuous with detectable channelizing devices for an alternate route, accessible signing might not be necessary.

Section 6G.11 TURN OFF 2-WAY RADIO AND CELL PHONE Sign (R22-2)

Standard:

01 **The TURN OFF 2-WAY RADIO AND CELL PHONE (R22-2) sign (see Figure 6G-1) shall be used to require road users to turn off mobile radio transmitters and cellular telephones where blasting operations occur.**

Support:

02 Section 6H.25 contains information about the full sequence of signs for blasting zones and the specific requirements for location of this regulatory sign.

Section 6G.12 Other Regulatory Signs

Option:

01 Regulatory word message signs other than those classified and specified in this Manual and the "Standard Highways Signs" publication (see Section 1A.05) may be developed and used based on engineering judgment to aid the enforcement of other laws or regulations in TTC zones.

Guidance:

02 *Special regulatory signs should comply with the general requirements of color, shape, and alphabet size and series. The sign message should be brief, legible, and clear.*

Standard:

03 **To inform drivers of potentially increased penalties for speeding and reckless driving sign R2-Y6, or signs R2-Y6a and R2-Y6b shall be posted on a highway work zone by: the Indiana Department of Transportation; a political subdivision; or a contractor of either that is working at the highway work zone ahead of the first Road Work/Construction warning sign distance C (see Table 6B-1).**

04 **Signs XW2-6a and XW2-6b shall only be used in series where the right-of-way does not accommodate the larger signs or for moving operations where construction signs are set and removed daily for changing work locations.**

05 **Signs XW2-6, XW2-6a, and XW2-6b are not required for work zones of a short duration.**

06 **A Worksite (XG20-5P) plaque shall be mounted on top of the R2-Y6, R2-Y6a, or R2-Y6b sign.**

CHAPTER 6H. TTC ZONE WARNING SIGNS

Section 6H.01 Warning Sign Function, Design, and Application

Support:

01 TTC zone warning signs (see Figure 6H-1) notify road users of specific situations or conditions on or adjacent to a roadway that might not otherwise be apparent.

Standard:

02 **TTC warning signs shall comply with the Standards for warning signs presented in Part 2 and in the FHWA's "Standard Highway Signs" publication (see Section 1A.05).**

03 **The sizes for TTC warning signs shall be as shown in Table 6H-1.**

Support:

03A See Section 2A.07 for information on the applicability of the minimum dimensions for sign sizes.

Standard:

04 **Except as provided in Paragraphs 5 through 9 of this Section, TTC warning signs shall be diamond-shaped with a black legend and border on an orange background, except for the Grade Crossing Advance Warning (W10-1) sign, which shall have a black legend and border on a yellow background.**

Option:

05 Warning signs that are required or recommended in Parts 2 or 7 to have a fluorescent yellow-green background may have that color background in TTC zones.

06 Existing warning signs with a yellow background that are still applicable may remain in place.

07 Warning signs used for TTC incident management situations may have a black legend and border on a fluorescent pink background.

08 Mounting or space considerations may justify a change from the standard diamond shape to a rectangular shape.

09 In emergencies, available warning signs having yellow backgrounds may be used if signs with orange or fluorescent pink backgrounds are not at hand.

Guidance:

10 *Where roadway or road user conditions require greater emphasis, larger than standard size warning signs should be used, with the symbol or legend enlarged approximately in proportion to the outside dimensions.*

11 *Where any part of the roadway is obstructed or closed by work activities or incidents, advance warning signs should be installed to alert road users well in advance of these obstructions or restrictions.*

12 *Where road users include pedestrians, the provision of supplemental audible information or detectable barriers or barricades should be provided for people with vision disabilities.*

Support:

13 Detectable barriers or barricades communicate very clearly to pedestrians who have vision disabilities that they can no longer proceed in the direction that they are traveling.

Option:

14 Advance warning signs may be used singly or in combination.

15 Where distances are not displayed on warning signs as part of the message, a supplemental plaque with the distance legend may be mounted immediately below the sign on the same support.

Section 6H.02 Position of Advance Warning Signs

Guidance:

01 *Where highway conditions permit, warning signs should be placed in advance of the transition and activity areas at varying distances depending on roadway type, condition, and posted speed. Table 6B-1 contains information regarding the spacing of advance warning signs. Where a series of two or more advance warning signs is used, the closest sign to the transition and activity areas should be placed approximately 100 feet for low-speed urban streets to 1,000 feet or more for freeways and expressways.*

02 *Where multiple advance warning signs are needed on the approach to a transition and activity area, the ROAD WORK AHEAD (W20-1) sign should be the first advance warning sign encountered by road users.*

Support:

03 Various conditions, such as limited sight distance or obstructions that might require a driver to reduce speed or stop, might require additional advance warning signs.

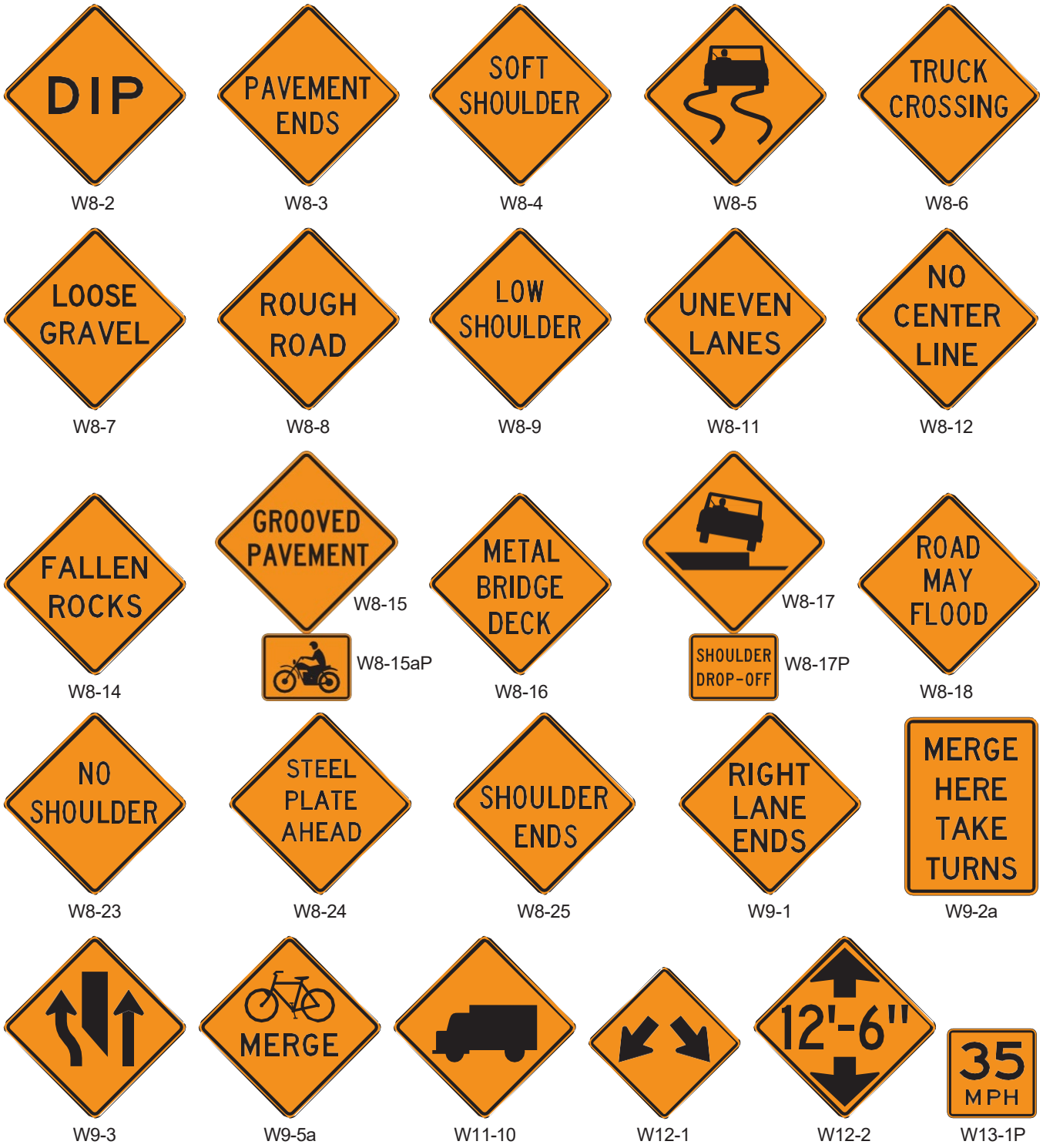
Option:

04 As an alternative to a specific distance on advance warning signs, the word AHEAD may be used.

Figure 6H-1. Warning Signs and Plaques in Temporary Traffic Control Zones (Sheet 1 of 4)

Note: See Chapter 2C for information on the application of these signs.

Figure 6H-1. Warning Signs and Plaques in Temporary Traffic Control Zones (Sheet 2 of 4)



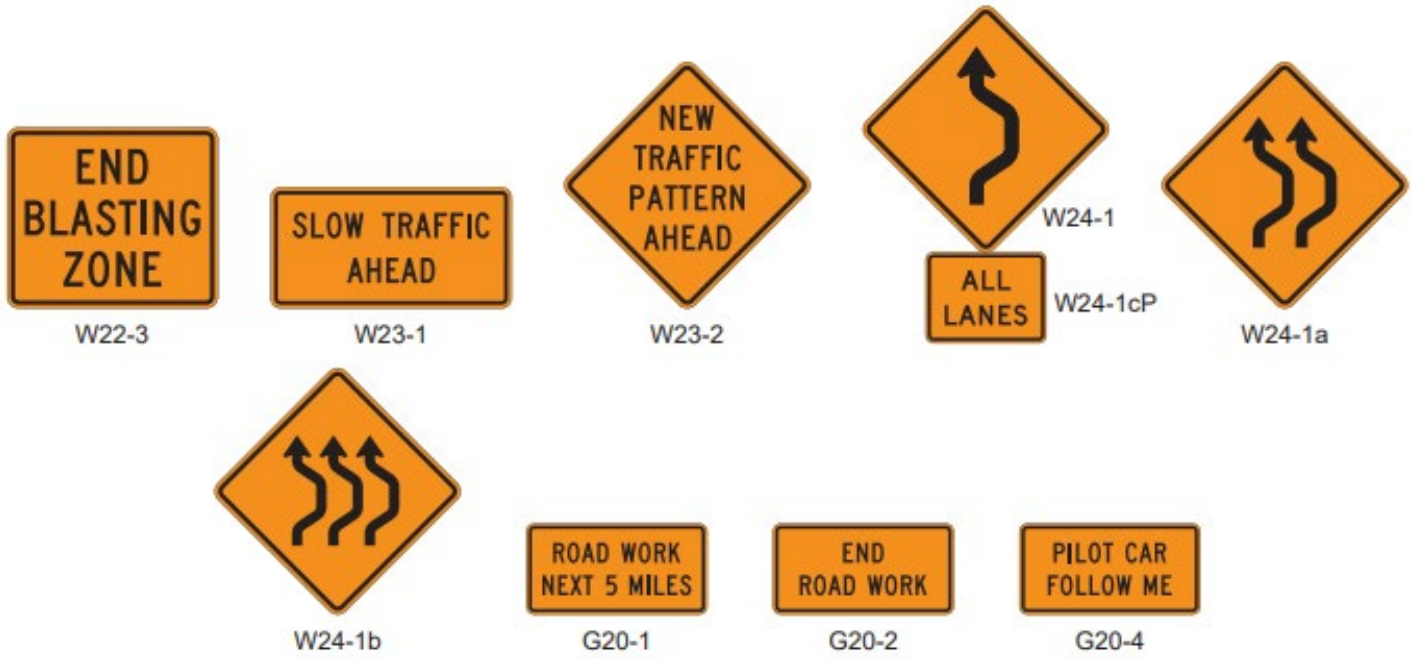
Note: See Chapter 2C for information on the application of these signs.

Figure 6H-1. Warning Signs and Plaques in Temporary Traffic Control Zones (Sheet 3 of 4)

Note: See Chapter 2C for information on the application of these signs.

* An optional STREET WORK word message sign is shown in the “Standard Highway Signs” publication.
** An optional STREET CLOSED word message sign is shown in the “Standard Highway Signs” publication.
*** An optional FLAGGER (W20-7a) word message sign is shown in the “Standard Highway Signs” publication.
**** An optional FRESH TAR word message sign is shown in the “Standard Highway Signs” publication.

Figure 6H-1. Warning Signs and Plaques in Temporary Traffic Control Zones (Sheet 4 of 4)



Note: See Chapter 2C for information on the application of these signs

Support:

05 At TTC zones on lightly-traveled roads, all of the advance warning signs prescribed for major construction might not be needed.

Option:

06 Utility work, maintenance, or minor construction can occur within the TTC zone limits of a major construction project, and additional warning signs may be needed.

Guidance:

07 *Utility, maintenance, and minor construction signing and TTC should be coordinated with appropriate authorities so that road users are not confused or misled by the additional TTC devices.*

Section 6H.03 ROAD (STREET) WORK Sign (W20-1)

Guidance:

01 *The ROAD (STREET) WORK (W20-1) sign (see Figure 6H-1), which serves as a general warning of obstructions or restrictions, should be located in advance of the work space or any detour, on the road where the work is taking place.*

02 *Where traffic can enter a TTC zone from a crossroad or a major (high-volume) driveway, an advance warning sign should be used on the crossroad or major driveway.*

Option:

03 The legend STREET may be substituted for ROAD and the distance legend may be either XX FEET, XX MILES, or AHEAD.

Section 6H.04 DETOUR Sign (W20-2)

Guidance:

01 *The DETOUR (W20-2) sign (see Figure 6H-1) should be used in advance of a road user detour over a different roadway or route.*

Option:

02 The distance legend may be either XX FEET, XX MILES, or AHEAD.

Table 6H-1. Temporary Traffic Control Zone Warning Sign and Plaque Sizes (Sheet 1 of 2)

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Turn and Curve Signs	W1-1,2,3,4	6H.01	36 x 36	48 x 48	30 x 30
Reverse Curve (2 or more lanes)	W1-4b,4c	6H.30	36 x 36	48 x 48	30 x 30
Large Arrow (1-direction)	W1-6	6H.01	48 x 24	60 x 30	—
Chevron Alignment	W1-8	6H.01	18 x 24	30 x 36	—
Stop Ahead	W3-1	6H.01	36 x 36	48 x 48	30 x 30
Yield Ahead	W3-2	6H.01	36 x 36	48 x 48	30 x 30
Signal Ahead	W3-3	6H.01	36 x 36	48 x 48	30 x 30
Be Prepared to Stop	W3-4	6H.01	36 x 36	48 x 48	30 x 30
Reduced Speed Limit Ahead	W3-5	6H.01	36 x 36	48 x 48	30 x 30
XX MPH Speed Zone Ahead	W3-5a	6H.01	36 x 36	48 x 48	30 x 30
Merging Traffic	W4-1,5	6H.01	36 x 36	48 x 48	36 x 36
Lane Ends	W4-2	6H.08	36 x 36	48 x 48	30 x 30
Added Lane	W4-3,6	6H.01	36 x 36	48 x 48	30 x 30
No Merge Area (plaque)	W4-5aP	6H.01	18 x 24	24 x 30	—
Road Narrows	W5-1	6H.01	36 x 36	48 x 48	30 x 30
Narrow Bridge	W5-2	6H.01	36 x 36	48 x 48	30 x 30
One Lane Bridge	W5-3	6H.01	36 x 36	48 x 48	30 x 30
Ramp Narrows	W5-4	6H.10	36 x 36	48 x 48	30 x 30
Divided Highway	W6-1	6H.01	36 x 36	48 x 48	30 x 30
Divided Highway Ends	W6-2	6H.01	36 x 36	48 x 48	30 x 30
Two-Way Traffic	W6-3	6H.16	36 x 36	48 x 48	30 x 30
Narrow Two-Way Traffic	W6-4	6H.17	12 x 18	12 x 18	—
Hill	W7-1	6H.01	36 x 36	48 x 48	30 x 30
Next XX Miles (plaque)	W7-3aP	6H.33	24 x 18	36 x 30	—
Bump	W8-1	6H.01	36 x 36	48 x 48	24 x 24
Dip	W8-2	6H.01	36 x 36	48 x 48	24 x 24
Pavement Ends	W8-3	6H.01	36 x 36	48 x 48	30 x 30
Soft Shoulder	W8-4	6H.26	36 x 36	48 x 48	30 x 30
Slippery When Wet	W8-5	6H.01	36 x 36	48 x 48	30 x 30
Truck Crossing	W8-6	6H.21	36 x 36	48 x 48	30 x 30
Loose Gravel	W8-7	6H.01	36 x 36	48 x 48	30 x 30
Rough Road	W8-8	6H.01	36 x 36	48 x 48	24 x 24
Low Shoulder	W8-9	6H.26	36 x 36	48 x 48	24 x 24
Uneven Lanes	W8-11	6H.27	36 x 36	48 x 48	30 x 30
No Center Line	W8-12	6H.29	36 x 36	48 x 48	30 x 30
Fallen Rocks	W8-14	6H.01	36 x 36	48 x 48	30 x 30
Grooved Pavement	W8-15	6H.01	36 x 36	48 x 48	30 x 30
Motorcycle (plaque)	W8-15aP	6H.34	24 x 18	30 x 24	—
Metal Bridge Deck	W8-16	6H.34	36 x 36	48 x 48	30 x 30
Shoulder Drop Off (symbol)	W8-17	6H.26	36 x 36	48 x 48	30 x 30
Shoulder Drop-Off (plaque)	W8-17P	6H.26	24 x 18	30 x 24	—
Road May Flood	W8-18	6H.01	36 x 36	48 x 48	24 x 24
No Shoulder	W8-23	6H.01	36 x 36	48 x 48	30 x 30
Steel Plate Ahead	W8-24	6H.28	36 x 36	48 x 48	30 x 30
Shoulder Ends	W8-25	6H.01	36 x 36	48 x 48	30 x 30
Lane Ends	W9-1,2	6H.01	36 x 36	48 x 48	30 x 30
Merge Here Take Turns	W9-2a	6N.19	36 x 48	36 x 48	—
Interior Lane Shift Ahead	W9-3	6H.07	36 x 36	48 x 48	30 x 30

Table 6H-1. Temporary Traffic Control Zone Warning Sign and Plaque Sizes (Sheet 2 of 2)

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Bicycles Merging	W9-5a	6P.01	30 x 30	—	18 x 18
Grade Crossing Advance Warning	W10-1	6H.01	36 dia.	48 Dia.	—
Truck	W11-10	6H.21	36 x 36	48 x 48	24 x 24
Double Arrow	W12-1	6H.01	30 x 30	36 x 36	—
Low Clearance	W12-2	6H.01	36 x 36	48 x 48	30 x 30
Advisory Speed (plaque)	W13-1P	6H.32	18 x 18	24 x 24	18 x 18
On Ramp (plaque)	W13-4P	6H.09	36 x 36	36 x 36	—
No Passing Zone (pennant)	W14-3	6H.01	48 x 48 x 36	64 x 64 x 48	40 x 40 x 30
XX Feet (2-line plaque)	W16-2P	6H.01	24 x 18	30 x 24	—
Road Work (with distance)	W20-1	6H.03	36 x 36	48 x 48	30 x 30
Path Work (with distance)	W20-1b	6P.01	36 x 36	—	30 x 30
Detour (with distance)	W20-2	6H.04	36 x 36	48 x 48	30 x 30
Bike Detour (with distance)	W20-2a	6P.01	36 x 36	—	30 x 30
Bike Diversion (with distance)	W20-2b	6P.01	36 x 36	—	30 x 30
Road Closed (with distance)	W20-3	6H.05	36 x 36	48 x 48	30 x 30
Path Closed (with distance)	W20-3a	6P.01	36 x 36	—	30 x 30
One Lane Road (with distance)	W20-4	6H.06	36 x 36	48 x 48	30 x 30
Lane(s) Closed (with distance)	W20-5,5a	6H.07	36 x 36	48 x 48	30 x 30
Bike Lane Closed (with distance)	W20-5b	6P.01	36 x 36	—	30 x 30
Flagger (symbol)	W20-7	6H.15	36 x 36	48 x 48	30 x 30
Flagger	W20-7a	6H.15	36 x 36	48 x 48	30 x 30
Slow (on Stop/Slow Paddle)	W20-8	6D.02	18 x 18	—	—
Workers	W21-1,1a	6H.18	36 x 36	48 x 48	30 x 30
Fresh Oil	W21-2	6H.19	36 x 36	48 x 48	30 x 30
Road Machinery Ahead	W21-3	6H.20	36 x 36	48 x 48	30 x 30
Slow Moving Vehicle	W21-4	6N.05	36 x 18	—	—
Shoulder Work	W21-5	6H.22	36 x 36	48 x 48	30 x 30
Shoulder Closed	W21-5a	6H.22	36 x 36	48 x 48	30 x 30
Shoulder Closed (with distance)	W21-5b	6H.22	36 x 36	48 x 48	30 x 30
Survey Crew	W21-6	6H.23	36 x 36	48 x 48	30 x 30
Utility Work (with distance)	W21-7	6H.24	36 x 36	48 x 48	30 x 30
Mowing Ahead	W21-8	6N.05	36 x 36	48 x 48	30 x 30
Blasting Zone Ahead	W22-1	6H.25	36 x 36	48 x 48	30 x 30
End Blasting Zone	W22-3	6H.25	42 x 36	42 x 36	36 x 30
Slow Traffic Ahead	W23-1	6H.11	48 x 24	48 x 24	—
New Traffic Pattern Ahead	W23-2	6H.14	36 x 36	48 x 48	30 x 30
Double Reverse Curve (1 lane)	W24-1	6H.31	36 x 36	48 x 48	30 x 30
Double Reverse Curve (2 lanes)	W24-1a	6H.31	36 x 36	48 x 48	30 x 30
Double Reverse Curve (3 lanes)	W24-1b	6H.31	36 x 36	48 x 48	30 x 30
All Lanes (plaque)	W24-1cP	6H.31	24 x 18	30 x 24	—
Road Work Next XX Miles	G20-1	6H.35	36 x 18	48 x 24	—
End Road Work	G20-2	6H.36	36 x 18	48 x 24	—
Pilot Car Follow Me	G20-4	6H.37	36 x 18	—	—

*See Table 2C-1 for minimum size required for signs facing traffic on multi-lane conventional roads

Notes:

1. Larger signs may be used wherever necessary for greater legibility or emphasis
2. Dimensions are shown in inches and are shown as width x height
3. See Section 2A. 17 for information on the applicability of the minimum dimensions for sign sizes

Section 6H.05 ROAD (STREET) CLOSED Sign (W20-3)

Guidance:

01 *The ROAD (STREET) CLOSED (W20-3) sign (see Figure 6H-1) should be used in advance of the point where a highway is closed to all road users, or to all but local road users.*

Option:

02 The legend STREET may be substituted for ROAD and the distance legend may be either XX FEET, XX MILES, or AHEAD.

Section 6H.06 ONE LANE ROAD Sign (W20-4)

Standard:

01 **The ONE LANE ROAD (W20-4) sign (see Figure 6H-1) shall be used only in advance of that point where motor vehicle traffic in both directions must use a common single lane (see Section 6E.01).**

Option:

02 The distance legend may be either XX FEET, XX MILES, or AHEAD.

Section 6H.07 Lane(s) Closed Signs (W20-5, W20-5a, and W9-3)

Standard:

01 **The Lane(s) Closed sign (see Figure 6H-1) shall be used in advance of that point where one or more through lanes of a multi-lane roadway are closed.**

02 **For a single lane closure, the Lane Closed (W20-5) sign (see Figure 6H-1) shall use the legend RIGHT (LEFT) LANE CLOSED. Where two or more adjacent lanes are closed, the W20-5a sign (see Figure 6H-1) shall use the legend XX RIGHT (LEFT) LANES CLOSED.**

Option:

03 The distance legend may be either XX FEET, XX MILES, or AHEAD.

Guidance:

04 *The Interior Lane Shift (W9-3) sign (see Figure 6H-1) should be used in advance of that point where work occupies an interior lane(s) and approaching motor vehicle traffic is directed to the right or left of the work zone in the lane(s) by using a shifting taper to route traffic around the closed interior lane(s).*

Section 6H.08 Lane Ends Signs (W4-2 and W9-2a)

Option:

01 The Lane Ends (W4-2) sign (see Figure 6H-1) may be used to warn drivers of the reduction in the number of lanes for moving motor vehicle traffic in the direction of travel on a multi-lane roadway.

Guidance:

02 *The MERGE HERE TAKE TURNS (W9-2a) sign (see Figure 6H-1) should be used to identify the merge point at which vehicles from alternate lanes take turns merging during Late Merge applications (see Section 6N.19).*

Section 6H.09 ON RAMP Plaque (W13-4P)

Guidance:

01 *When work is being done on a ramp, but the ramp remains open, the ON RAMP (W13-4P) plaque (see Figure 6H-1) should be used to supplement the advance ROAD WORK sign.*

Section 6H.10 RAMP NARROWS Sign (W5-4)

Guidance:

01 *The RAMP NARROWS (W5-4) sign (see Figure 6H-1) should be used in advance of the point where work on a ramp reduces the normal width of the ramp along a part or all of the ramp.*

Section 6H.11 SLOW TRAFFIC AHEAD Sign (W23-1)

Option:

01 The SLOW TRAFFIC AHEAD (W23-1) sign (see Figure 6H-1) may be used on a shadow vehicle, usually mounted on the rear of the most upstream shadow vehicle, along with other appropriate signs for mobile operations to warn of slow moving work vehicles. A ROAD WORK (W20-1) sign may also be used with the SLOW TRAFFIC AHEAD sign.

Section 6H.12 EXIT OPEN and EXIT CLOSED Signs (E5-2 and E5-2a)

Option:

01 An EXIT OPEN (E5-2) or EXIT CLOSED (E5-2a) sign (see Figure 6H-1) may be used to supplement other warning signs where work is being conducted in the vicinity of an exit ramp and where the exit maneuver for vehicular traffic using the ramp is different from the normal condition.

Section 6H.13 EXIT ONLY Sign (E5-3)

Option:

01 An EXIT ONLY (E5-3) sign (see Figure 6H-1) may be used to supplement other warning signs where work is being conducted in the vicinity of an exit ramp and where the exit maneuver for vehicular traffic using the ramp is different from the normal condition.

Section 6H.14 NEW TRAFFIC PATTERN AHEAD Sign (W23-2)

Option:

01 A NEW TRAFFIC PATTERN AHEAD (W23-2) sign (see Figure 6H-1) may be used on the approach to an intersection or along a section of roadway to provide advance warning of a change in traffic patterns, such as revised lane usage, roadway geometry, or signal phasing.

Guidance:

02 *To retain its effectiveness, the W23-2 sign should be displayed for up to 2 weeks, and then it should be covered or removed until it is needed again.*

Section 6H.15 Flagger Signs (W20-7 and W20-7a)

Guidance:

01 *The Flagger (W20-7) sign (see Figure 6H-1) should be used in advance of any point where a flagger is stationed to control road users.*

Option:

02 A distance legend may be displayed on a supplemental plaque below the Flagger sign. The sign may be used with appropriate legends or in conjunction with other warning signs, such as the BE PREPARED TO STOP (W3-4) sign (see Figure 6H-1).

03 The FLAGGER (W20-7a) word message sign with a distance legend may be substituted for the Flagger (W20-7) sign.

Section 6H.16 Two-Way Traffic Sign (W6-3)

Guidance:

01 *When one roadway of a normally-divided highway is closed, with two-way vehicular traffic maintained on the other roadway, the Two-Way Traffic (W6-3) sign (see Figure 6H-1) should be used at the beginning of the two-way vehicular traffic section and at intervals to remind road users of opposing vehicular traffic.*

Section 6H.17 Narrow Two-Way Traffic Sign (W6-4)

Standard:

01 **The Narrow Two-Way Traffic (W6-4) sign (see Figure 6H-1) shall be an upright, retroreflective orange-colored sign placed on a flexible support and sized at least 12 inches wide by 18 inches high.**

Support:

02 The Narrow Two-Way Traffic (W6-4) sign is intended for mounting only on a flexible support in a series along the center line to separate opposing vehicular traffic on a two-lane, two-way operation.

Standard:

03 **Narrow Two-Way Traffic signs shall not be placed within pedestrian crossings.**

Section 6H.18 Workers Signs (W21-1 and W21-1a)

Option:

01 A Workers (W21-1) sign (see Figure 6H-1) may be used to alert road users of workers in or near the roadway.

Guidance:

02 *In the absence of other warning devices, a Workers sign should be used when workers are in the roadway.*

Option:

03 The WORKERS (W21-1a) word message sign may be used as an alternate to the Workers (W21-1) symbol sign.

Section 6H.19 FRESH OIL (TAR) Sign (W21-2)

Guidance:

01 *The FRESH OIL (TAR) (W21-2) sign (see Figure 6H-1) should be used to warn road users of the surface treatment.*

Section 6H.20 ROAD MACHINERY AHEAD Sign (W21-3)

Option:

01 The ROAD MACHINERY AHEAD (W21-3) sign (see Figure 6H-1) may be used to warn of machinery operating in or adjacent to the roadway.

Section 6H.21 Motorized Traffic Signs (W8-6 and W11-10)

Option:

01 Motorized Traffic (W8-6 and W11-10) signs may be used to alert road users to locations where unexpected travel on the roadway or entries into or departures from the roadway by construction vehicles might occur. The TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck (W11-10) symbol sign (see Figure 6H-1) where there is an established construction vehicle crossing of the roadway.

Support:

02 These locations might be relatively confined or might occur randomly over a segment of roadway.

Section 6H.22 Shoulder Work Signs (W21-5, W21-5a, and W21-5b)

Support:

01 Shoulder Work signs (see Figure 6H-1) warn of maintenance, reconstruction, or utility operations on the highway shoulder where the roadway is unobstructed.

Standard:

02 **The Shoulder Work sign shall have the legend SHOULDER WORK (W21-5), RIGHT (LEFT) SHOULDER CLOSED (W21-5a), or RIGHT (LEFT) SHOULDER CLOSED XX FT or AHEAD (W21-5b).**

Option:

03 The Shoulder Work sign may be used in advance of the point on a non-limited access highway where there is shoulder work. It may be used singly or in combination with a ROAD WORK NEXT XX MILES or ROAD WORK AHEAD sign.

Guidance:

04 *On freeways and expressways, the RIGHT (LEFT) SHOULDER CLOSED XX FT or AHEAD (W21-5b) sign followed by RIGHT (LEFT) SHOULDER CLOSED (W21-5a) sign should be used in advance of the point where the shoulder work occurs and should be preceded by a ROAD WORK AHEAD sign.*

Section 6H.23 SURVEY CREW Sign (W21-6)

Guidance:

01 *The SURVEY CREW (W21-6) sign (see Figure 6H-1) should be used to warn of surveying crews working in or adjacent to the roadway.*

Section 6H.24 UTILITY WORK Sign (W21-7)

Option:

01 The UTILITY WORK (W21-7) sign (see Figure 6H-1) may be used as an alternate to the ROAD (STREET) WORK (W20-1) sign for utility operations on or adjacent to a highway.

Support:

02 Typical examples of where the UTILITY WORK sign is used appear in Figures 6P-4, 6P-6, 6P-10, 6P-15, 6P-18, 6P-21, 6P-22, 6P-26, and 6P-33.

Option:

03 The distance legend may be either XX FEET, XX MILES, or AHEAD.

Section 6H.25 Signs for Blasting Areas

Support:

01 Radio-Frequency (RF) energy can cause the premature firing of electric detonators (blasting caps) used in TTC zones.

Standard:

02 **Road users shall be warned where blasting operations occur. A sequence of signs shall be prominently displayed to warn all road users of blasting operations and to direct operators of mobile radio equipment, including cellular telephones, to turn off transmitters in a blasting area. These signs shall be covered or removed when there are no explosives in the area or the area is otherwise secured.**

03 **The BLASTING ZONE AHEAD (W22-1) sign (see Figure 6H-1) shall be used in advance of any TTC zone where explosives are being used. The TURN OFF 2-WAY RADIO AND CELL PHONE (R22-2) and END BLASTING ZONE (W22-3) signs shall be used in sequence with this sign.**

04 **The TURN OFF 2-WAY RADIO AND CELL PHONE (R22-2) sign (see Section 6G.11 and Figure 6G-1) shall follow the BLASTING ZONE AHEAD (W22-1) sign and shall be placed at least 1,000 feet before the beginning of the blasting zone.**

05 **The END BLASTING ZONE (W22-3) sign (see Figure 6H-1) shall be placed a minimum of 1,000 feet past the blasting zone.**

Option:

06 The END BLASTING ZONE sign may be placed either with or preceding the END ROAD WORK sign.

Section 6H.26 Shoulder Signs and Plaque (W8-4, W8-9, W8-17, and W8-17P)

Option:

01 The SOFT SHOULDER (W8-4) sign (see Figure 6H-1) may be used to warn of a soft shoulder condition.

02 The LOW SHOULDER (W8-9) sign (see Figure 6H-1) may be used to warn of a shoulder condition where there is an elevation difference of 3 inches or less between the shoulder and the travel lane.

Guidance:

03 *The Shoulder Drop Off (W8-17) sign (see Figure 6H-1) should be used when an unprotected shoulder drop-off, adjacent to the travel lane, exceeds 3 inches in depth for a continuous length along the roadway, based on engineering judgment.*

Option:

04 A SHOULDER DROP-OFF (W8-17P) supplemental plaque (see Figure 6H-1) may be mounted below the W8-17 sign.

Section 6H.27 UNEVEN LANES Sign (W8-11)

Guidance:

01 *The UNEVEN LANES (W8-11) sign (see Figure 6H-1) should be used during operations that create a difference in elevation between adjacent lanes that are open to travel.*

Section 6H.28 STEEL PLATE AHEAD Sign (W8-24)

Option:

01 A STEEL PLATE AHEAD (W8-24) sign (see Figure 6H-1) may be used to warn road users that the presence of a temporary steel plate(s) might make the road surface uneven and might create slippery conditions during wet weather.

Section 6H.29 NO CENTER LINE Sign (W8-12)

Guidance:

01 *The NO CENTER LINE (W8-12) sign (see Figure 6H-1) should be used when the work obliterates the center line pavement markings. This sign should be placed at the beginning of the TTC zone and repeated at 2-mile intervals in long TTC zones.*

Support:

02 Section 6J.02 contains information regarding temporary markings.

Section 6H.30 Reverse Curve Signs (W1-4 Series)

Guidance:

01 *In order to give road users advance notice of a lane shift, a Reverse Curve (W1-4, W1-4b, or W1-4c) sign (see Figure 6H-1) should be used when a lane (or lanes) is being shifted to the left or right. If the design speed of the curves is 30 mph or less, a Reverse Turn (W1-3) sign should be used.*

Standard:

02 **If a Reverse Curve (or Turn) sign is used, the direction of the reverse curve (or turn) shall be appropriately illustrated. Except as provided in Paragraph 3 of this Section, the number of lanes illustrated on the sign shall be the same as the number of through lanes available to road users.**

Option:

03 Where two or more lanes are being shifted, a W1-4 (or W1-3) sign with an ALL LANES (W24-1cP) plaque (see Figure 6H-1) may be used instead of a sign that illustrates the number of lanes.

04 Where more than three lanes are being shifted, the Reverse Curve (or Turn) sign may be rectangular.

Section 6H.31 Double Reverse Curve Signs (W24-1 Series)

Option:

01 The Double Reverse Curve (W24-1, W24-1a, or W24-1b) sign (see Figure 6H-1) may be used where the tangent distance between two reverse curves is less than 600 feet, thus making it difficult for a second Reverse Curve (W1-4 series) sign to be placed between the curves. If the design speed of the curves is 30 mph or less, Double Reverse Turn signs may be used.

Standard:

02 **If a Double Reverse Curve (or Turn) sign is used, the direction of the double reverse curve (or turn) shall be appropriately illustrated. Except as provided in Paragraph 3 of this Section, the number of lanes illustrated on the sign shall be the same as the number of through lanes available to road users.**

Option:

03 Where two or more lanes are being shifted, a W24-1 (or Double Reverse Turn sign showing one lane) sign with an ALL LANES (W24-1cP) plaque (see Figure 6H-1) may be used instead of a sign that illustrates the number of lanes.

04 Where more than three lanes are being shifted, the Double Reverse Curve (or Turn) sign may be rectangular.

Section 6H.32 Advisory Speed Plaque (W13-1P)

Option:

01 In combination with a warning sign, an Advisory Speed (W13-1P) plaque (see Figure 6H-1) may be used to indicate a recommended speed through the TTC zone.

Standard:

02 **The Advisory Speed plaque shall not be used in conjunction with any sign other than a warning sign, nor shall it be used alone. When used with orange TTC zone signs, this plaque shall have a black legend and border on an orange background. The plaque shall be at least 24 x 24 inches in size when used with a sign that is 36 x 36 inches or larger. Except in emergencies, an Advisory Speed plaque shall not be mounted until the recommended speed is determined by the highway agency.**

Support:

03 Warning signs with advisory speed plaques (see Section 2C.59) inform drivers of the recommended operating speed based on temporary conditions within a TTC zone. Examples include narrow lanes, temporary diversion (reverse curves), lane shifts, sight distance restrictions, rough road surface, bumps, low/no shoulder, workers on foot, work vehicles or equipment close to the open travel lane, or other conditions that indicate the need for reduced speed.

04 AASHTO and ITE design documents contain established engineering practices for the determination of the recommended advisory speeds for horizontal curves or locations with limited sight distance.

Section 6H.33 Supplementary Distance Plaque (W7-3aP)

Option:

01 In combination with a warning sign, a Supplementary Distance (W7-3aP) plaque (see Figure 6H-1) with the legend NEXT XX MILES may be used to indicate the length of highway over which a work activity is being conducted, or over which a condition exists in the TTC zone.

02 In long TTC zones, Supplementary Distance plaques with the legend NEXT XX MILES may be placed in combination with warning signs at regular intervals within the zone to indicate the remaining length of highway over which the TTC work activity or condition exists.

Standard:

03 **The Supplementary Distance plaque with the legend NEXT XX MILES shall not be used in conjunction with any sign other than a warning sign, nor shall it be used alone. When used with orange TTC zone signs, this plaque shall have a black legend and border on an orange background. The plaque shall be at least 30 x 24 inches in size when used with a sign that is 36 x 36 inches or larger.**

Guidance:

04 *When used in TTC zones, the Supplementary Distance plaque with the legend NEXT XX MILES should be placed below the initial warning sign designating that, within the approaching zone, a temporary work activity or condition exists.*

Section 6H.34 Motorcycle Plaque (W8-15P)

Option:

01 A Motorcycle (W8-15P) plaque (see Figure 6H-1) may be mounted below a LOOSE GRAVEL (W8-7) sign, a GROOVED PAVEMENT (W8-15) sign, a METAL BRIDGE DECK (W8-16) sign, or a STEEL PLATE AHEAD (W8-24) sign if the warning is intended to be directed primarily to motorcyclists.

Section 6H.35 ROAD WORK NEXT XX MILES Sign (G20-1)

Guidance:

01 *The ROAD WORK NEXT XX MILES (G20-1) sign (see Figure 6H-1) should be installed in advance of TTC zones that are more than 2 miles in length.*

Option:

02 The ROAD WORK NEXT XX MILES sign may be mounted on a Type 3 Barricade. The sign may also be used for TTC zones of shorter length.

Standard:

03 **The distance displayed on the ROAD WORK NEXT XX MILES sign shall be stated to the nearest whole mile.**

Section 6H.36 END ROAD WORK Sign (G20-2)

Guidance:

01 *When used, the END ROAD WORK (G20-2) sign (see Figure 6H-1) should be placed near the downstream end of the termination area, as determined by engineering judgment.*

Option:

02 The END ROAD WORK sign may be installed on the back of a warning sign facing the opposite direction of road users or on the back of a Type 3 Barricade.

Section 6H.37 PILOT CAR FOLLOW ME Sign (G20-4)

Standard:

01 **The PILOT CAR FOLLOW ME (G20-4) sign (see Figure 6H-1) shall be mounted in a conspicuous position on the top or on the rear of a vehicle used for guiding one-way vehicular traffic through or around a TTC zone (see Section 6E.04).**

Section 6H.38 Other Warning Signs

Option:

01 Advance warning signs may be used by themselves or with other advance warning signs.

02 Besides the warning signs specifically related to TTC zones, several other warning signs in Part 2 may apply in TTC zones.

03 Word message warning signs other than those classified and specified in this Manual and the "Standard Highway Signs" publication (see Section 1A.05) may be developed and used based on engineering judgment to warn of special conditions in TTC zones.

Standard:

04 **Except as provided in Sections 6F.01 and 6H.01, other warning signs that are used in TTC zones shall have black legends and borders on an orange background.**

Guidance:

05 *Other warning signs should comply with the general requirements of color, shape, and alphabet size and series. The sign message should be brief, legible, and clear.*

CHAPTER 6I. TTC ZONE GUIDE SIGNS

Section 6I.01 Guide Signs – General

Support:

01 Guide signs along highways provide road users with information to help them along their way through the TTC zone. The design of guide signs is presented in Part 2.

Guidance:

02 *The following guide signs should be used in TTC zones as needed:*

A. Standard route markings where temporary route changes are necessary,
B. Directional signs and street name signs, and
C. Special guide signs relating to the condition or work being done.

Standard:

03 **If additional temporary guide signs are used in TTC zones, they shall have a black legend and border on an orange background.**

Option:

04 Guide signs used in TTC incident management situations may have a black legend and border on a fluorescent pink background.

05 When temporary directional signs and temporary street name signs are used in conjunction with detour routing, these signs may have a black legend and border on an orange background.

06 When permanent directional signs or permanent street name signs are used in conjunction with detour signing, they may have a white legend on a green background (see Sections 2D.35 and 2D.45).

07 The sizes for TTC guide signs shall be as shown in Table 6I-1.

Section 6I.02 Detour Signs and Plaques (M4-8P, M4-8a, M4-8bP, M4-9, M4-9a, M4-9b, M4-9c, and M4-10)

Standard:

01 **Each detour shall be adequately marked with standard temporary route signs and destination signs.**

Option:

02 Detour signs in TTC incident management situations may have a black legend and border on a fluorescent pink background.

03 The Detour Arrow (M4-10) sign (see Figure 6I-1) may be used where a detour route has been established.

04 The DETOUR (M4-8P) plaque (see Figure 6I-1) may be mounted at the top of a route sign assembly to mark a temporary route that detours from a highway, bypasses a section closed by a TTC zone, and rejoins the highway beyond the TTC zone.

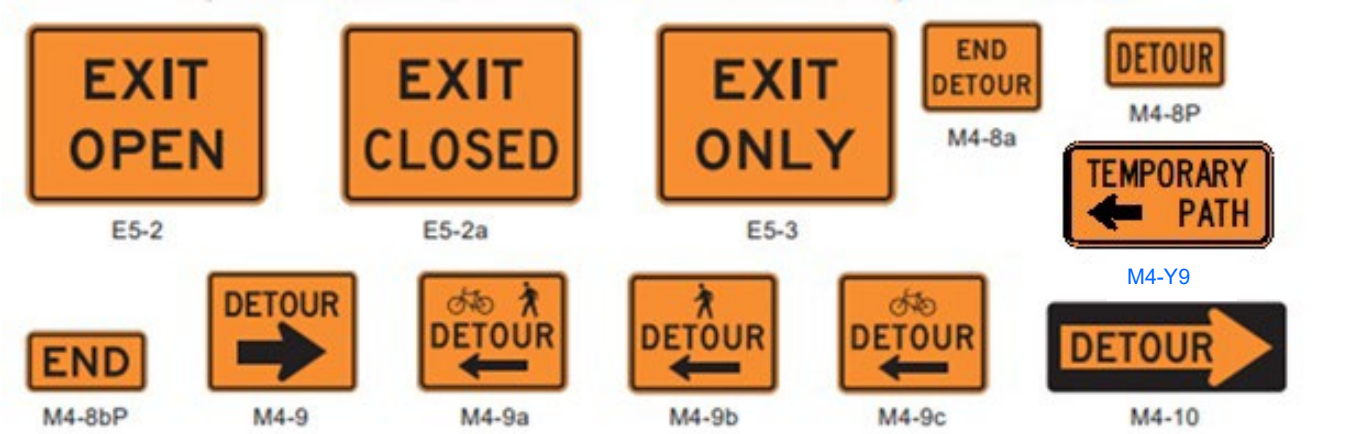
Table 6I-1. Temporary Traffic Control Zone Guide Sign and Plaque Sizes

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Exit Open	E5-2	6H.12	48 x 36	48 x 36	—
Exit Closed	E5-2a	6H.12	48 x 36	48 x 36	—
Exit Only	E5-3	6H.13	48 x 36	48 x 36	—
Detour	M4-8P	6I.02	24 x 12	30 x 15	—
End Detour	M4-8a	6I.02	24 x 18	24 x 18	—
End (plaque)	M4-8bP	6I.02	24 x 12	24 x 12	—
Detour	M4-9	6I.02	30 x 24	48 x 36	—
Bike/Pedestrian Detour	M4-9a	6I.02	30 x 24	—	—
Pedestrian Detour	M4-9b	6I.02	30 x 24	—	—
Bike Detour (with arrow)	M4-9c	6I.02	30 x 24	—	—
Temporary Path	M4-Y9	61.02	24x12	—	—
Detour	M4-10	6I.02	48 x 18	—	—

Notes:

1. Larger signs may be used wherever necessary for greater legibility or emphasis
2. Dimensions are shown in inches and are shown as width x height

Figure 6I-1. Exit Open and Closed and Detour Signs and Plaques



Guidance:

05 *The Detour Arrow (M4-10) sign should normally be mounted just below the ROAD CLOSED (R11-2, R11-3a, or R11-4) sign. The Detour Arrow sign should include a horizontal arrow pointed to the right or left as required.*

06 *The DETOUR (M4-9) sign (see Figure 6I-1) should be used for unnumbered highways, for emergency situations, for periods of short durations, or where, over relatively short distances, road users are guided along the detour and back to the desired highway without route signs.*

07 *A Street Name sign should be placed above, or the street name should be incorporated into, a DETOUR (M4-9) sign to indicate the name of the street being detoured.*

Option:

08 The END DETOUR (M4-8a) sign or the END (M4-8bP) plaque (see Figure 6I-1) may be used to indicate that the detour has ended.

Guidance:

09 *When the END DETOUR sign is used on a numbered highway, the sign should be mounted above a route sign after the downstream end of the detour.*

10 *The Pedestrian/Bicyclist Detour (M4-9a) sign (see Figure 6I-1) should be used where a pedestrian/bicyclist detour route has been established because of the closing of a pedestrian/bicycle facility to through traffic.*

Standard:

11 **If used, the Pedestrian/Bicyclist Detour sign shall have an arrow pointing in the appropriate direction.**

Option:

12 The arrow on a Pedestrian/Bicyclist Detour sign may be on the sign face or on a supplemental plaque.

13 The Pedestrian Detour (M4-9b) sign or Bicyclist Detour (M4-9c) sign (see Figure 6I-1) may be used where a pedestrian or a bicyclist detour route (not both) has been established because of the closing of the pedestrian or bicycle facility to through traffic.

14 The Temporary Path (M4-Y9) sign may be used to provide additional guidance for a temporary pedestrian diversion, see Figure 6P-28. If used, the sign is placed just prior to the beginning of the diversion.

Section 6I.03 EXIT CLOSED Panel

Guidance:

01 *When an exit ramp is closed, an EXIT CLOSED sign panel with a black legend and border on an orange background should be placed diagonally across the interchange/intersection guide signs.*

CHAPTER 6J. TTC ZONE PAVEMENT MARKINGS

Section 6J.01 Pavement Markings in TTC Zones

Support:

01 Pavement markings are installed or existing markings are maintained or enhanced in TTC zones to provide road users with a clearly defined path for travel through the TTC zone in day, night, and twilight periods under both wet and dry pavement conditions.

Guidance:

02 *The work should be planned and staged to provide for the placement and removal of the pavement markings in a way that minimizes the disruption to traffic flow approaching and through the TTC zone during the placement and removal process.*

Standard:

03 **Existing pavement markings shall be maintained in all long-term stationary (see Section 6N.01) TTC zones in accordance with Chapters 3A and 3B, except as otherwise provided for temporary pavement markings in Section 6J.02. Pavement markings shall match the alignment of the markings in place at both ends of the TTC zone. Pavement markings shall be placed along the entire length of any paved detour or temporary roadway prior to the detour or roadway being opened to road users.**

Guidance:

04 *For long-term stationary operations, pavement markings in the temporary traveled way that are no longer applicable should be removed or obliterated as soon as practical. Pavement marking obliteration should remove the non-applicable pavement marking material so that the markings are no longer visible and include the removal of any RPM reflectors, and the obliteration method should minimize or remedy pavement scarring.*

Standard:

05 **Painting over existing pavement markings with black paint or spraying with asphalt shall not be accepted as a substitute for removal or obliteration.**

Option:

06 Removable, non-reflective, preformed tape that is approximately the same color as the pavement surface may be used where markings need to be covered temporarily.

Section 6J.02 Temporary Markings

Support:

01 Temporary markings are those pavement markings or devices that are placed within TTC zones to provide road users with a clearly defined path of travel through the TTC zone when the permanent markings are either removed or obliterated during the work activities. Temporary markings are typically needed during the reconstruction of a road while it is open to traffic, such as overlays or surface treatments or where lanes are temporarily shifted on pavement that is to remain in place.

01A See Section 5B.02 for information on the use of 6 inches as the normal longitudinal marking width to aid navigation by driving automation systems.

Guidance:

02 *Unless justified based on engineering judgment, temporary pavement markings should not remain in place for more than 14 days after the application of the pavement surface treatment or the construction of the final pavement surface on new roadways or over existing pavements.*

03 *The temporary use of edge lines, channelizing lines, lane-reduction transitions, gore markings, and other longitudinal markings, and the various non-longitudinal markings (such as stop lines, railroad crossings, crosswalks, words, symbols, or arrows) should be in accordance with the State's or highway agency's policy.*

Standard:

04 **Warning signs, channelizing devices, and delineation shall be used to indicate required road user paths in TTC zones where it is not possible to provide a clear path by pavement markings.**

05 **Except as otherwise provided in this Section, all temporary pavement markings for no-passing zones shall comply with the requirements of Chapters 3A and 3B. All temporary broken line pavement markings shall use the same cycle length as permanent markings and shall have line segments that are at least 2 feet long.**

Guidance:

06 *All pavement markings and devices used to delineate road user paths should be reviewed during daytime and nighttime periods. See Section 6A.02, paragraph 2, item D3 for additional information.*

Option:

07 Half-cycle lengths with a minimum of 2-foot stripes may be used on roadways with severe curvature (see Section 3A.04) for broken line center lines in passing zones and for lane lines.

08 For temporary situations of 14 days or less, for a two- or three-lane road, no-passing zones may be identified by using DO NOT PASS (R4-1), PASS WITH CARE (R4-2), and NO PASSING ZONE (W14-3) signs (see Sections 2B.36, 2B.37, and 2C.53) rather than pavement markings. Also, DO NOT PASS, PASS WITH CARE, and NO PASSING ZONE signs may be used instead of pavement markings on roads with low volumes for longer periods in accordance with the State's or highway agency's policy.

Guidance:

09 *If used, the DO NOT PASS, PASS WITH CARE, and NO PASSING ZONE signs should be placed in accordance with Sections 2B.36, 2B.37, and 2C.53.*

10 *If used, the NO CENTER LINE sign should be placed in accordance with Section 6H.29.*

Section 6J.03 Temporary Raised Pavement Markers

Option:

01 Retroreflective or internally illuminated raised pavement markers, or non-retroreflective raised pavement markers supplemented by retroreflective or internally illuminated markers, may be substituted for markings of other types in TTC zones.

Standard:

02 **If used, the color and pattern of the raised pavement markers shall simulate the color and pattern of the markings for which they substitute.**

03 **If temporary raised pavement markers are used to substitute for broken line segments, a group of at least three retroreflective markers equally spaced at no greater than 5 feet shall be installed every 40 feet.**

04 **If temporary raised pavement markers are used to substitute for solid lines, the markers shall be equally spaced at no greater than 10 feet, with retroreflective or internally illuminated units at a spacing no greater than 20 feet.**

Option:

05 Temporary raised pavement markers may be used to substitute for broken line segments by using at least two retroreflective markers placed at each end of a segment of 2 to 5 feet in length, using the same cycle length as permanent markings.

Guidance:

06 *Raised pavement markers should be considered for use along surfaced detours or temporary roadways, and other changed or new travel-lane alignments.*

Option:

07 Retroreflective or internally illuminated raised pavement markers, or non-retroreflective raised pavement markers supplemented by retroreflective or internally illuminated markers, may also be used in TTC zones to supplement markings as prescribed in Chapters 3A and 3B.

Section 6J.04 Delineators

Option:

01 Delineators may be used in TTC zones to indicate the alignment of the roadway and to outline the required vehicle path through the TTC zone.

Standard:

02 **When used, delineators shall combine with or supplement other TTC devices. They shall be mounted on crashworthy supports and shall be in accordance with Chapter 3G.**

Guidance:

03 *Spacing along roadway curves should be as set forth in Section 3G.04 and should be such that several delineators are visible to an approaching driver.*

CHAPTER 6K. TTC ZONE CHANNELIZING DEVICES

Section 6K.01 Channelizing Devices – General

Standard:

01 **Designs of various channelizing devices shall be as shown in Figure 6K-1. All channelizing devices shall be crashworthy (see definition in Section 1C.02).**

Support:

02 The function of channelizing devices is to warn road users of conditions created by work activities in or near the roadway and to guide road users. Channelizing devices include cones, tubular markers, vertical panels, drums, barricades, and longitudinal channelizing devices.

03 Channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way. They are also used to channelize traffic away from the work space, pavement drop-offs, pedestrian or shared-use paths, bicycle facilities, or opposing directions of vehicular traffic.

Guidance:

04 *The spacing between cones, tubular markers, vertical panels, drums, and barricades should not exceed a distance in feet equal to 1 times the speed limit in mph when used for taper channelization, and should not exceed a distance in feet equal to 2 times the speed limit in mph when used for tangent channelization.*

05 *When channelizing devices have the potential of leading vehicular traffic out of the intended vehicular traffic space as shown in Figure 6P-39, the channelizing devices should be extended a distance in feet of 2 times the speed limit in mph beyond the downstream end of the transition area.*

Option:

06 For pedestrian channelizing devices a gap not exceeding 2 inches between the bottom rail and the ground surface may be used to facilitate drainage.

07 Warning lights (see Section 6L.07) may be added to channelizing devices in areas with frequent fog, snow, or severe roadway curvature, or where visual distractions are present.

08 A series of sequential flashing warning lights may be placed on channelizing devices that form a merging taper in order to increase driver detection and recognition of the merging taper.

Support:

09 The flashing rates and patterns for warning lights used on channelizing devices are specified in Section 6L.07.

Standard:

10 **The retroreflective material used on channelizing devices shall display a similar color day or night.**

11 **Except as provided in Paragraph 12 of this Section, information identifying the owner or manufacturer of the channelizing device shall not be displayed on any portion of the device that can be seen by road users approaching the device.**

Option:

12 The name and telephone number of the highway agency, contractor, or supplier may be displayed on the non-retroreflective surface of all types of channelizing devices.

Standard:

13 **The area containing the name and telephone number shall be non-retroreflective and not over 2 inches in height.**

Guidance:

14 *Particular attention should be given to maintaining the channelizing devices to keep them clean, visible, and properly positioned at all times.*

Support:

14A Ballast is often necessary to maintain position and stability of channelizing devices. The channelizing device manufacturer specifications may assist with selecting the appropriate ballast type, position, and weight.

Standard:

15 **Channelizing devices that are no longer serviceable (see definition in Section 1C.02) shall be replaced.**

Support:

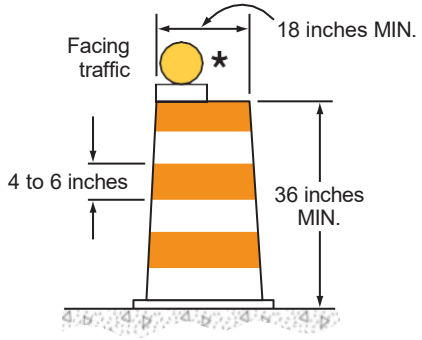
16 For freeways and expressways, providing a lateral offset of at least 1 ft from the travel lane for channelizing devices has been found to improve roadway operations in a work zone.

Section 6K.02 Pedestrian Channelizing Devices

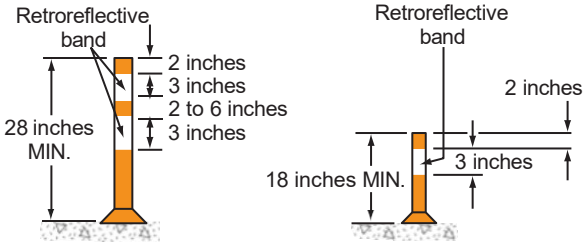
Support:

01 Pedestrian channelizing devices indicate a suitable path of pedestrian travel around or through the work zone.

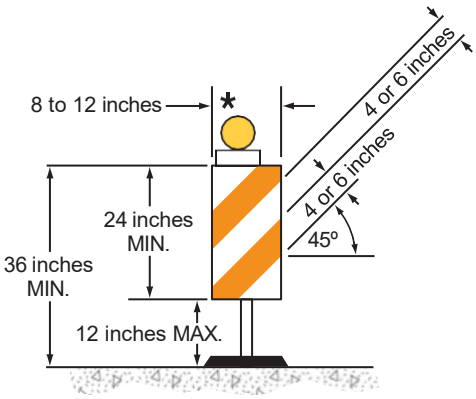
Figure 6K-1. Examples of Channelizing Devices



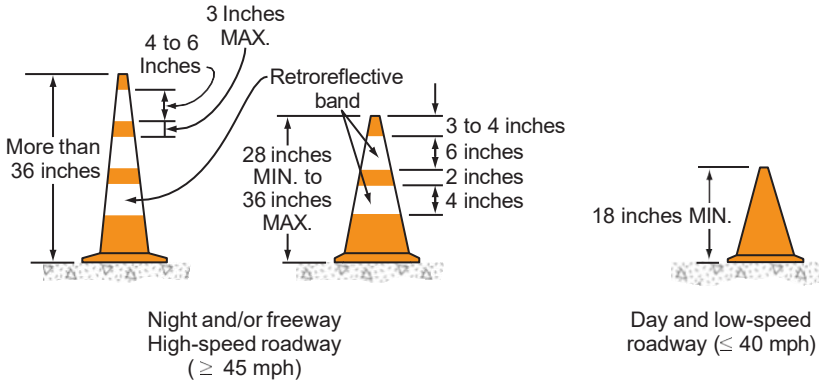
DRUM



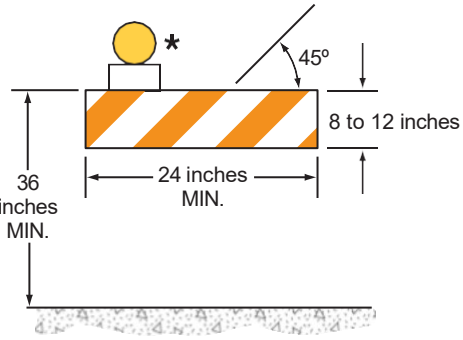
TUBULAR MARKERS



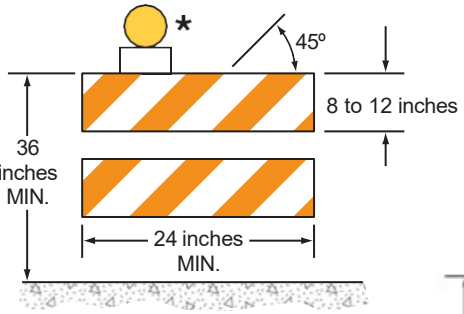
VERTICAL PANEL



CONES



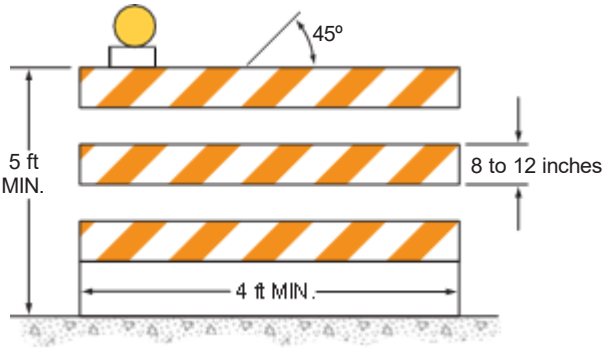
TYPE 1 BARRICADE **



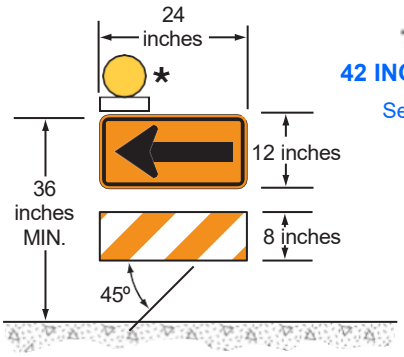
TYPE 2 BARRICADE **

42 INCH CHANNELIZER

See Section 6K.04



TYPE 3 BARRICADE **



DIRECTION INDICATOR BARRICADE **

* Optional warning light

** Rail stripe widths shall be 6 inches, except that 4-inch wide stripes may be used if rail lengths are less than 36 inches. The sides of barricades facing traffic shall have retroreflective rail faces.

Guidance:

02 *Pedestrian channelizing devices should be provided when work activities impact sidewalks or other pedestrian facilities or when the design of the temporary pedestrian facility does not otherwise include accessibility features consistent with the features in the existing pedestrian facility.*

03 *The pedestrian channelizing devices should be used both to close sidewalks and to delineate an alternate route.*

Support:

04 An example of a pedestrian channelizing device is depicted in Figure 6K-2. See Section 6K.07 for additional information.

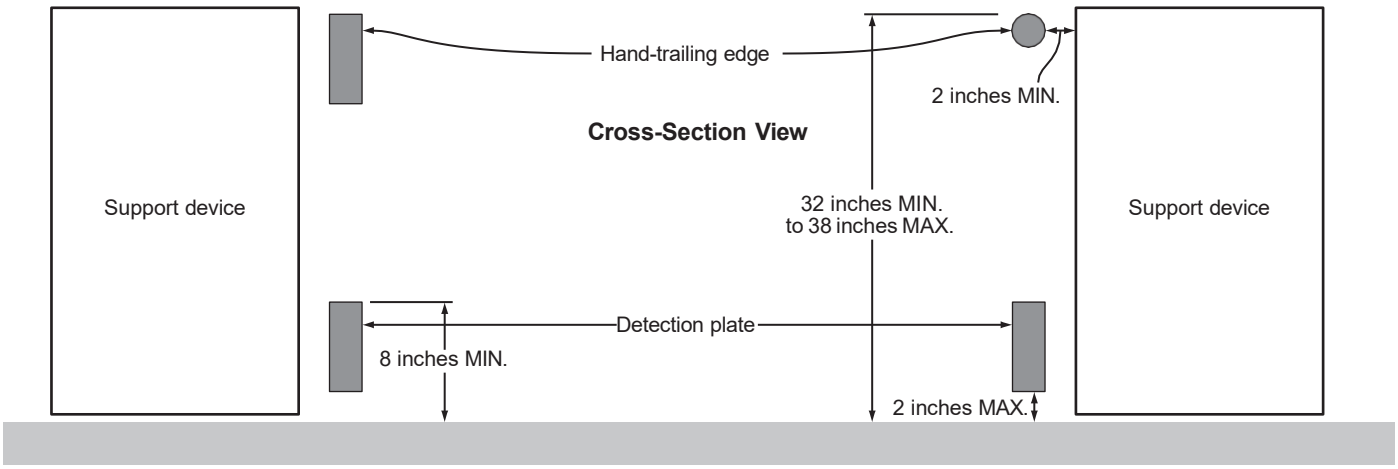
Standard:

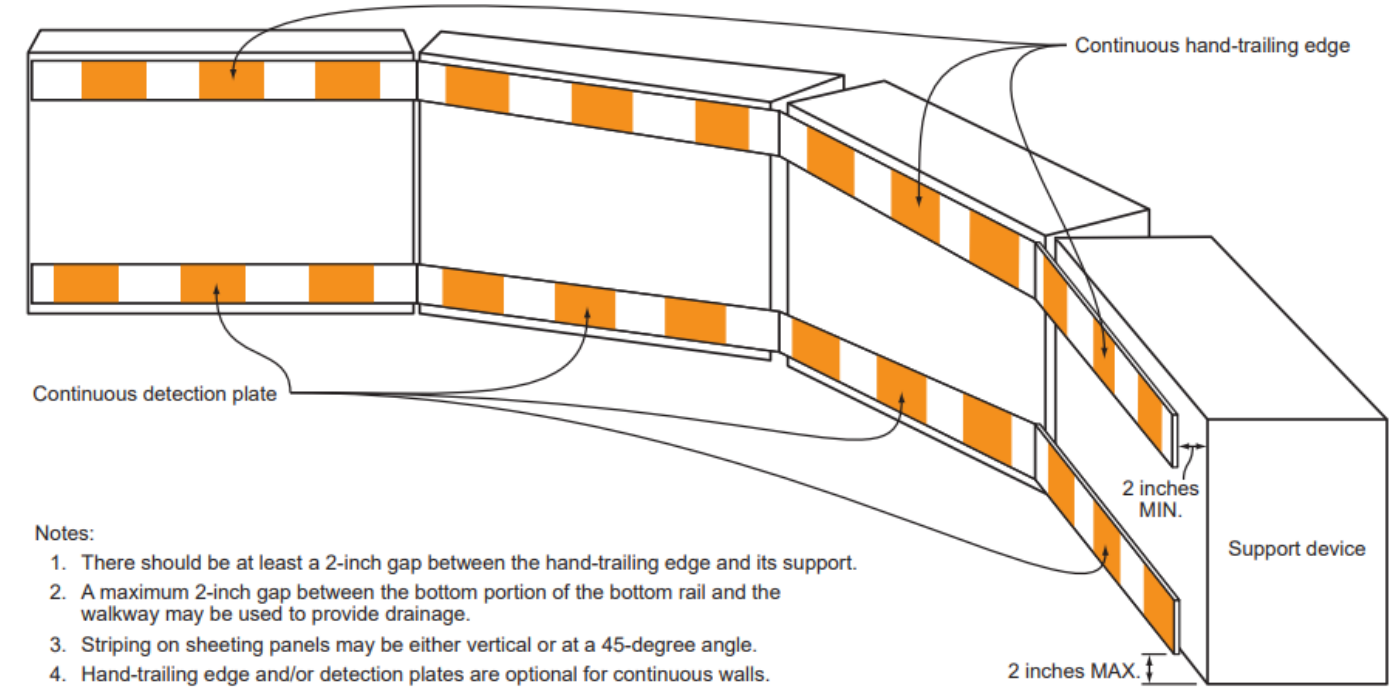
05 **Pedestrian channelizing devices shall be crashworthy (see definition in Section 1C.02) when exposed to vehicular traffic.**

06 **Devices used to channelize pedestrians shall be detectable to users of long canes and visible to pedestrians with vision disabilities.**

07 **When used as a sidewalk closure, the device shall cover the entire width of the sidewalk.**

Figure 6K-2. Pedestrian Channelizing Device





Notes:

1. There should be at least a 2-inch gap between the hand-trailing edge and its support.
2. A maximum 2-inch gap between the bottom portion of the bottom rail and the walkway may be used to provide drainage.
3. Striping on sheeting panels may be either vertical or at a 45-degree angle.
4. Hand-trailing edge and/or detection plates are optional for continuous walls.

08 **Pedestrian channelizing devices shall have continuous detection plates and hand-trailing edges. The bottom of the detection plate shall be no higher than 2 inches above the walkway. The top edge of the detection plate shall be at least 8 inches above the walkway. The top of the hand-trailing edge shall be no lower than 32 inches and no higher than 38 inches above the walkway. The top surface of the hand-trailing edge shall be smooth to optimize hand trailing. Both the detection plate and the hand-trailing edge shall share a common vertical plane.**

Guidance:

09 *When pedestrian channelizing devices are combined in a series, the gap between devices should not exceed 1 inch.*

Support:

10 The hand-trailing edge is the upper rail on a pedestrian channelizing device, as shown in Figure 6K-2. It is provided to allow pedestrians with vision disabilities to follow the pedestrian channelizing device with their hand. The hand-trailing edge is not a weight-bearing railing.

Guidance:

11 *There should be at least a 2-inch gap between the hand-trailing edge and its support.*

Option:

11A The hand-trailing edge may be flush with the pedestrian channelizing device.

Standard:

12 **When visible to vehicular traffic the detection plate and the hand-trailing edge of the pedestrian channelizing device shall have retroreflective sheeting complying with Paragraph 10 of Section 6K.01.**

Guidance:

13 *When not visible to vehicular traffic, the pedestrian channelizing device should have a contrasting pattern in alternating light and dark colors to provide visual contrast on the upper surface consisting of a minimum of 6 inches of sheeting or other contrasting materials.*

Option:

14 Non-retroreflective materials may be used on the pedestrian side of the pedestrian channelizing device.

15 The sheeting on the pedestrian side of the pedestrian channelizing device may have stripes that are oriented either vertically or at a 45-degree angle.

Support:

16 The contrast of the light and dark stripes on the barricade sheeting assists pedestrians with vision disabilities in following the designated detour.

17 Section 6M.04 also contains information regarding detectable edging for pedestrian channelization.

Option:

18 A continuous wall may be used as a pedestrian channelizing device.

Guidance:

19 *When used, a continuous wall should have a lower edge no more than 2 inches above the walkway, should extend a minimum of 32 inches above the walkway, should have a common vertical face, and should have alternating, contrasting sheeting positioned 32 inches above the walkway.*

Option:

20 The continuous wall may extend to any height above the 32-inch minimum.

Section 6K.03 Cones

Standard:

01 **Cones (see Figure 6K-1) shall be predominantly orange and shall be made of a material that can be struck without causing damage to the impacting vehicle. For daytime and low-speed roadways, cones shall be not less than 18 inches in height. When cones are used on freeways and other high-speed highways or at night on all highways, or when more conspicuous guidance is needed, cones shall be a minimum of 28 inches in height.**

02 **For nighttime use, cones shall be retroreflectorized or equipped with lighting devices for maximum visibility. Retroreflectorization of cones that are 28 to 36 inches in height shall be provided by a 6-inch wide white band located 3 to 4 inches from the top of the cone and an additional 4-inch wide white band located approximately 2 inches below the 6-inch band.**

03 **Retroreflectorization of cones that are more than 36 inches in height shall be provided by horizontal, circumferential, alternating orange and white retroreflective stripes that are 4 to 6 inches wide. Each cone shall have a minimum of two orange and two white stripes with the top stripe being orange. Any non-retroreflective spaces between the retroreflective stripes shall not exceed 3 inches in width.**

Option:

04 Traffic cones may be used to channelize road users, divide opposing vehicular traffic lanes, divide lanes when two or more lanes are kept open in the same direction, and delineate short-duration maintenance and utility work.

Guidance:

05 *Steps should be taken to minimize the possibility of cones being blown over or displaced by wind or moving vehicular traffic.*

Option:

06 Cones may be doubled up to increase their weight.

Support:

07 Some cones are constructed with bases that can be filled with ballast. Others have specially weighted bases, or weight such as sandbag rings, that can be dropped over the cones and onto the base to provide added stability.

Guidance:

08 *Ballast should be kept to the minimum amount needed.*

Section 6K.04 Tubular Markers

Standard:

01 **Tubular markers (see Figure 6K-1) shall be predominantly orange for TTC zone applications and shall be not less than 18 inches high and 2 inches wide facing road users. They shall be made of a material that can be struck without causing damage to the impacting vehicle.**

02 **Tubular markers shall be a minimum of 28 inches in height when they are used on freeways and other high-speed highways, on all highways during nighttime, or whenever more conspicuous guidance is needed.**

03 **For nighttime use, tubular markers shall be retroreflectorized. Retroreflectorization of tubular markers that have a height of less than 42 inches shall be provided by two 3-inch wide white bands placed a maximum of 2 inches from the top with a maximum of 6 inches between the bands. Retroreflectorization of tubular markers that have a height of 42 inches or more shall be provided by four 4-inch to 6-inch wide alternating orange and white stripes with the top stripe being orange.**

Guidance:

04 *Tubular markers have less visible area than other devices and should be used only where space restrictions do not allow for the use of other more visible devices.*

05 *Tubular markers should be stabilized by affixing them to the pavement, by using weighted bases, or by using weights such as sandbag rings that can be dropped over the tubular markers and onto the base to provide added stability. Ballast should be kept to the minimum amount needed.*

Option:

06 Tubular markers may be used effectively to divide opposing lanes of road users, divide vehicular traffic lanes when two or more lanes of moving vehicular traffic are kept open in the same direction, and to delineate the edge of a pavement drop off where space limitations do not allow the use of larger devices.

Standard:

07 **A tubular marker shall be attached to the pavement to display the minimum 2-inch width to the approaching road users.**

Section 6K.05 Vertical Panels

Standard:

01 **Vertical panels (see Figure 6K-1) shall have retroreflective striped material that is 8 to 12 inches in width and at least 24 inches in height. They shall have alternating diagonal orange and white retroreflective stripes sloping downward at an angle of 45 degrees in the direction vehicular traffic is to pass.**

02 **Where the height of the retroreflective material on the vertical panel is 36 inches or more, a stripe width of 6 inches shall be used.**

Option:

03 Where the height of the retroreflective material on the vertical panel is less than 36 inches, a stripe width of 4 inches may be used.

04 Where space is limited, vertical panels may be used to channelize vehicular traffic, divide opposing lanes, or replace barricades.

Section 6K.06 Drums

Standard:

01 **Drums (see Figure 6K-1) used for road user warning or channelization shall be constructed of lightweight, deformable materials. They shall be a minimum of 36 inches in height and have at least an 18-inch minimum width regardless of orientation. Metal drums shall not be used. The markings on drums shall be horizontal, circumferential, alternating orange and white retroreflective stripes 4 to 6 inches wide. Each drum shall have a minimum of two orange and two white stripes with the top stripe being orange. Any non-retroreflectorized spaces between the horizontal orange and white stripes shall not exceed 3 inches wide. Drums shall have closed tops that will not allow collection of construction debris or other debris.**

Support:

02 Drums are highly visible, have good target value, give the appearance of being formidable obstacles and, therefore, command the respect of road users. They are portable enough to be shifted from place to place within a TTC zone in order to accommodate changing conditions, but are generally used in situations where they will remain in place for a prolonged period of time.

Option:

03 Although drums are most commonly used to channelize or delineate road user flow, they may also be used alone or in groups to mark specific locations.

Guidance:

04 *Drums should not be weighted with sand, water, or any material to the extent that would make them hazardous to road users or workers when struck. Drums used in regions susceptible to freezing should have drain holes in the bottom so that water will not accumulate and freeze causing a hazard if struck by a road user.*

Standard:

05 **Ballast shall not be placed on the top of a drum.**

Section 6K.07 Type 1, 2, or 3 Barricades

Support:

01 A barricade is a portable or fixed device having from one to three rails with appropriate markings and is used to control road users by closing, restricting, or delineating all or a portion of the right-of-way.

02 As shown in Figure 6K-1, barricades are classified as Type 1, Type 2, or Type 3.

Standard:

03 **Stripes on barricade rails shall be alternating orange and white retroreflective stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. Except as provided in Paragraph 4 of this Section, the stripes shall be 6 inches wide.**

Option:

04 When rail lengths are less than 36 inches, 4-inch wide stripes may be used.

Standard:

05 **The minimum length for Type 1 and Type 2 Barricades shall be 24 inches, and the minimum length for Type 3 Barricades shall be 48 inches. Each barricade rail shall be 8 to 12 inches wide. Barricades used on freeways, expressways, and other high-speed roadways shall have a minimum of 270 square inches of retroreflective area facing road users.**

Guidance:

06 *Where barricades extend entirely across a roadway, the stripes should slope downward in the direction toward which road users must turn.*

07 *Where both right and left turns are provided, the barricade stripes should slope downward in both directions from the center of the barricade or barricades.*

08 *Where no turns are intended, the stripes should be positioned to slope downward toward the center of the barricade or barricades.*

09 *Barricade rails should be supported in a manner that will allow them to be seen by the road user, and in a manner that provides a stable support that is not easily blown over or displaced.*

10 *The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 60 inches throughout the entire length of the pedestrian pathway, a 60 x 60-inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.*

11 *Barricade rail supports should not project into pedestrian circulation routes more than 4 inches from the support between 27 and 80 inches from the surface as described in Section 307 of the U.S. Department of Justice 2010 ADA Standards for Accessible Design, September 15, 2010, 28 CFR 35 and 36, Americans with Disabilities Act of 1990.*

Option:

12 For Type 1 Barricades, the support may include other unstriped horizontal rails necessary to provide stability.

Guidance:

13 *On high-speed expressways or in other situations where barricades might be susceptible to overturning in the wind, ballasting should be used.*

Option:

14 Sandbags may be placed on the lower parts of the frame or the stays of barricades to provide the required ballast.

Support:

15 Type 1 or Type 2 Barricades are intended for use in situations where road user flow is maintained through the TTC zone.

Option:

16 Barricades may be used alone or in groups to mark a specific condition or they may be used in a series for channelizing road users.

17 Type 1 Barricades may be used on conventional roads or urban streets.

Guidance:

18 *Type 2 or Type 3 Barricades should be used on freeways and expressways or other high-speed roadways. Type 3 Barricades should be used to close or partially close a road.*

Option:

19 Type 3 Barricades used at a road closure may be placed completely across a roadway or from curb to curb.

Guidance:

20 *Where provision is made for access of authorized equipment and vehicles, the responsibility for Type 3 Barricades should be assigned to a person who will provide proper closure at the end of each work day.*

Support:

21 When a highway is legally closed but access must still be allowed for local road users, barricades usually are not extended completely across the roadway.

Standard:

22 **A sign shall be installed with the appropriate legend concerning permissible use by local road users (see Section 6G.05).**

Guidance:

23 *Adequate visibility of the barricades from both directions should be provided.*

Option:

24 Signs may be installed on barricades (see Section 6F.02).

Section 6K.08 Direction Indicator Barricades

Standard:

01 **The Direction Indicator Barricade (see Figure 6K-1) shall consist of a One-Direction Large Arrow (W1-6) sign mounted above a diagonal striped, horizontally-aligned, retroreflective rail.**

02 **The One-Direction Large Arrow (W1-6) sign shall have a black legend and border on an orange background. The stripes on the bottom rail shall be alternating orange and white retroreflective stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. The stripes shall be 4 inches wide. The One-Direction Large Arrow (W1-6) sign shall be 24 x 12 inches. The bottom rail shall have a length of 24 inches and a height of 8 inches.**

Option:

03 The Direction Indicator Barricade may be used in tapers, transitions, and other areas where specific directional guidance to drivers is necessary.

Guidance:

04 *If used, Direction Indicator Barricades should be used in a series to direct the driver through the transition and into the intended travel lane.*

Section 6K.09 Temporary Traffic Barriers as Channelizing Devices

Support:

01 Temporary traffic barriers (see Section 6M.02) are not TTC devices in themselves; however, when placed in a position identical to a line of channelizing devices and marked and/or equipped with appropriate channelization features to provide guidance and warning both day and night, they serve as TTC devices.

Standard:

02 **Temporary traffic barriers serving as TTC devices shall comply with requirements for such devices as set forth throughout Part 6.**

03 **Temporary traffic barriers (see Section 6M.02) shall not be used solely to channelize road users, but also to protect the work space. If used to channelize vehicular traffic, the temporary traffic barrier shall be supplemented with delineation, pavement markings, or channelizing devices for improved daytime and nighttime visibility.**

Guidance:

04 *Temporary traffic barriers should not be used for a merging taper except in low-speed urban areas.*

05 *When it is necessary to use a temporary traffic barrier for a merging taper in low-speed urban areas or for a constricted/restricted TTC zone, the taper length should be designed to optimize road user operations considering the available geometric conditions.*

Standard:

06 **When it is necessary to use a temporary traffic barrier for a merging taper in low-speed urban areas or for a constricted/restricted TTC zone, the taper shall be delineated using channelizing devices, and/or an edge line, and/or delineators on the barrier.**

Guidance:

07 *When used for channelization, temporary traffic barriers should be of a light color for increased visibility.*

Section 6K.10 Longitudinal Channelizing Devices

Support:

01 Longitudinal channelizing devices are lightweight, deformable devices that are highly visible, have good target value, and can be connected together.

Standard:

02 **If used singly as Type 1, 2, or 3 barricades, longitudinal channelizing devices shall comply with the general size, color, stripe pattern, retroreflectivity, and placement characteristics established for the devices described in this Chapter.**

Guidance:

03 *If used to channelize vehicular traffic at night, longitudinal channelizing devices should be supplemented with retroreflective material or delineation for improved nighttime visibility.*

Option:

04 Longitudinal channelizing devices may be used instead of a line of cones, drums, or barricades.

05 Longitudinal channelizing devices may be hollow and filled with water as a ballast.

06 Longitudinal channelizing devices may be used for pedestrian traffic control.

Standard:

07 **If used for pedestrian traffic control, longitudinal channelizing devices shall be interlocked to delineate or channelize flow. The interlocking devices shall not have gaps that allow pedestrians to stray from the channelizing path.**

Guidance:

08 *Longitudinal channelizing devices have not met the crashworthy requirements for temporary traffic barriers and should not be used to shield obstacles or provide positive protection for pedestrians or workers.*

Section 6K.11 Temporary Lane Separators

Option:

01 Temporary lane separators may be used to channelize road users, to divide opposing vehicular traffic lanes, and to divide lanes when two or more lanes are open in the same direction.

Standard:

02 **Temporary lane separators shall consist of a longitudinal base component with a maximum height of 4 inches and a maximum width of 1 foot. The longitudinal base shall have sloping sides in order to facilitate crossover by emergency vehicles. One or more types of channelizing devices, such as tubular markers, vertical panels, or a Narrow Two-Way Traffic (W6-4) sign (see Section 6H.17) mounted on flexible supports, shall be affixed to the longitudinal base.**

03 **Channelizing devices affixed to the longitudinal base of a temporary lane separator shall be retroreflectorized to provide nighttime visibility.**

Guidance:

04 *A temporary lane separator should be stabilized by affixing it to the pavement in a manner suitable to its design, while allowing the unit to be intentionally moved from place to place within the TTC zone in order to accommodate changing conditions.*

05 *Temporary Lane Separators should not be used to shield obstacles or provide positive protection for pedestrians or workers because these devices have not met the crashworthy requirements for temporary traffic barriers.*

Standard:

06 **At pedestrian crossing locations, temporary lane separators shall have an opening or be shortened to provide a pathway that is at least 60 inches wide for crossing pedestrians.**

Section 6K.12 Other Channelizing Devices

Option:

01 Channelizing devices other than those described in this Chapter may be used in special situations based on an engineering study.

Guidance:

02 *Other channelizing devices should comply with the general size, color, stripe pattern, retroreflection, and placement characteristics established for the devices described in this Chapter.*

CHAPTER 6L. OTHER TTC ZONE TRAFFIC CONTROL DEVICES

Section 6L.01 Temporary Traffic Control Signals

Standard:

01 **Temporary traffic control signals (see Section 4D.11) used to control road user movements through TTC zones and in other TTC situations shall comply with the applicable provisions of Part 4.**

Support:

02 Temporary traffic control signals are typically used in TTC zones such as temporary haul road crossings; temporary one-way operations along a one-lane, two-way highway; temporary one-way operations on bridges, reversible lanes, and intersections.

Standard:

03 **A temporary traffic control signal that is used to control traffic through a one-lane, two-way section of roadway shall comply with the provisions of Section 4O.02.**

Guidance:

04 *When temporary traffic control signals are used, conflict monitors typical of traditional traffic control signal operations should be used.*

Support:

05 Where pedestrians are detoured to a temporary traffic control signal, an accessible pedestrian signal (see Chapter 4K) provides information in non-visual formats (such as audible tones and/or speech messages, and vibrating surfaces) so that a pedestrian with vision disabilities can know when to cross the street along the alternate route.

Option:

06 Temporary traffic control signals may be portable or temporarily mounted on fixed supports.

Guidance:

07 *Temporary traffic control signals should only be used in situations where temporary traffic control signals are preferable to other means of traffic control, such as changing the work staging or work zone size to eliminate one-way vehicular traffic movements, using flaggers to control one-way or crossing movements, using STOP or YIELD signs, and using warning devices alone.*

Support:

08 Factors related to the design and application of temporary traffic control signals include the following:

A. Safety and road user needs;
B. Work staging and operations;
C. The feasibility of using other TTC strategies (for example, flaggers, providing space for two lanes, or detouring road users, including bicyclists and pedestrians);
D. Sight distance restrictions;
E. Human factors considerations (for example, lack of driver familiarity with temporary traffic control signals);
F. Road-user volumes including roadway and intersection capacity;
G. Affected side streets and driveways;
H. Vehicle speeds;
I. The placement of other TTC devices;
J. Parking;
K. Turning restrictions;
L. Pedestrians;
M. The nature of adjacent land uses (such as residential or commercial);
N. Legal authority;
O. Signal phasing and timing requirements;
P. Full-time or part-time operation;
Q. Actuated, fixed-time, or manual operation;
R. Power failures or other emergencies;
S. Inspection and maintenance needs;
T. Need for detailed placement, timing, and operation records; and
U. Operation by contractors or by others.

09 Although temporary traffic control signals can be mounted on trailers or lightweight portable supports, fixed supports offer superior resistance to displacement or damage by severe weather, vehicle impact, and vandalism.

Guidance:

10 *Other TTC devices should be used to supplement temporary traffic control signals, including warning and regulatory signs, pavement markings, and channelizing devices.*

11 *Temporary traffic control signals not in use should be covered or removed.*

12 *If a temporary traffic control signal is located within ½ mile of an adjacent traffic control signal, consideration should be given to interconnected operation.*

Support:

12A Temporary traffic control signals may have a small sign, tag, or label providing contact information for emergencies or for issues related to the operation of the signal to facilitate maintenance and emergency response.

Standard:

13 **Temporary traffic control signals shall not be located within 200 feet of a grade crossing unless the temporary traffic control signal is provided with preemption in accordance with Sections 4F.18, 4F.19, and 8D.09, or unless a uniformed officer or flagger is provided at the crossing to prevent vehicles from stopping within the crossing.**

Section 6L.02 Automated Flagger Assistance Devices – General

Support:

01 Automated Flagger Assistance Devices (AFADs) enable a flagger(s) to be positioned out of the lane of traffic and are used to control road users through TTC zones. These devices are designed to be remotely operated either by a single flagger at one end of the TTC zone or at a central location, or by separate flaggers near each device's location.

02 There are two types of AFADs:

A. An AFAD (see Section 6L.03) that uses a remotely controlled STOP/SLOW sign on either a trailer or a movable cart system to alternately control right-of-way.

B. An AFAD (see Section 6L.04) that uses remotely controlled red and yellow lenses and a gate arm to alternately control right-of-way.

03 AFADs might be appropriate for short-term and intermediate-term activities (see Section 6N.01). Typical applications include TTC activities such as, but not limited to:

A. Bridge maintenance,

B. Haul road crossings, and

C. Pavement patching.

Standard:

04 **AFADs shall only be used in situations where there is only one lane of approaching traffic in the direction to be controlled.**

05 **When used at night, the AFAD location shall be illuminated in accordance with Section 6D.06.**

Guidance:

06 *AFADs should not be used for long-term stationary work (see Section 6N.01).*

Standard:

07 **Because AFADs are not traffic control signals, they shall not be used as a substitute for or a replacement for a continuously operating temporary traffic control signal as described in Section 6L.01.**

08 **AFADs shall meet the crashworthy (see definition in Section 1C.02) performance criteria contained in Section 6A.04.**

Guidance:

09 *If used, AFADs should be located in advance of one-lane, two-way tapers and downstream from the point where approaching traffic is to stop in response to the device.*

Standard:

10 **If used, AFADs shall be placed so that all of the signs and other items controlling traffic movement are readily visible to the driver of the initial approaching vehicle with advance warning signs alerting other approaching traffic to be prepared to stop.**

11 **If used, an AFAD shall be operated only by a flagger (see Section 6D.01) who has been trained on the operation of the AFAD. The flagger(s) operating the AFAD(s) shall not leave the AFAD(s) unattended at any time while the AFAD(s) is being used.**

12 **The use of AFADs shall conform to one of the following methods:**

A. An AFAD at each end of the TTC zone (Method 1), or

B. An AFAD at one end of the TTC zone and a flagger at the opposite end (Method 2).

13 **Except as provided in Paragraph 14 of this Section, two flaggers shall be used when using either Method 1 or Method 2.**

Option:

14 A single flagger may simultaneously operate two AFADs (Method 1) or may operate a single AFAD on one end of the TTC zone while being the flagger at the opposite end of the TTC zone (Method 2) if both of the following conditions are present:

A. The flagger has an unobstructed view of the AFAD(s), and
B. The flagger has an unobstructed view of approaching traffic in both directions.

Guidance:

15 *When an AFAD is used, the advance warning signing should include a ROAD WORK AHEAD (W20-1) sign, a ONE LANE ROAD (W20-4) sign, and a BE PREPARED TO STOP (W3-4) sign.*

Standard:

16 **When the AFAD is not in use, the signs associated with the AFAD, both at the AFAD location and in advance, shall be removed or covered.**

Guidance:

17 *A State or local agency that elects to use AFADs should adopt a policy, based on engineering judgment, governing AFAD applications. The policy should also consider more detailed and/or more restrictive requirements for AFAD use, such as the following:*

A. Conditions applicable for the use of Method 1 and Method 2 AFAD operation,
B. Volume criteria,
C. Maximum distance between AFADs,
D. Conflicting lenses/indications monitoring requirements,
E. Fail-safe procedures,
F. Additional signing and pavement markings,
G. Application consistency,
H. Larger signs or lenses to increase visibility, and
I. Use of backplates.

Section 6L.03 STOP/SLOW Automated Flagger Assistance Devices

Standard:

01 **A STOP/SLOW Automated Flagger Assistance Device (AFAD) shall include a STOP/SLOW sign that alternately displays the STOP (R1-1) face and the SLOW (W20-8) face of a STOP/SLOW paddle (see Figure 6L-1).**

02 **The AFAD's STOP/SLOW sign shall have an octagonal shape, shall be fabricated of rigid material, and shall be mounted with the bottom of the sign a minimum of 6 feet above the pavement on an appropriate support. The size of the STOP/SLOW sign shall be at least 24 x 24 inches with letters at least 8 inches high. The background of the STOP face shall be red with white letters and border. The background of the SLOW face shall be diamond-shaped and orange with black letters and border. Both faces of the STOP/SLOW sign shall be retroreflectorized.**

03 **The AFAD's STOP/SLOW sign shall have a means to positively lock, engage, or otherwise maintain the sign assembly in a stable condition when set in the STOP or SLOW position.**

04 **The AFAD's STOP/SLOW sign shall be supplemented with active conspicuity devices by incorporating either:**

A. White or red flashing lights within the STOP face and white or yellow flashing lights within the SLOW face meeting the provisions contained in Section 6D.02; or
B. A Stop Beacon (see Section 4S.05) mounted a maximum of 24 inches above the STOP face and a Warning Beacon (see Section 4S.03) mounted a maximum of 24 inches above, below, or to the side of the SLOW face. The Stop Beacon shall not be flashed or illuminated when the SLOW face is displayed, and the Warning Beacon shall not be flashed or illuminated when the STOP face is displayed. Except for the mounting locations, the beacons shall comply with the provisions of Chapter 4S.

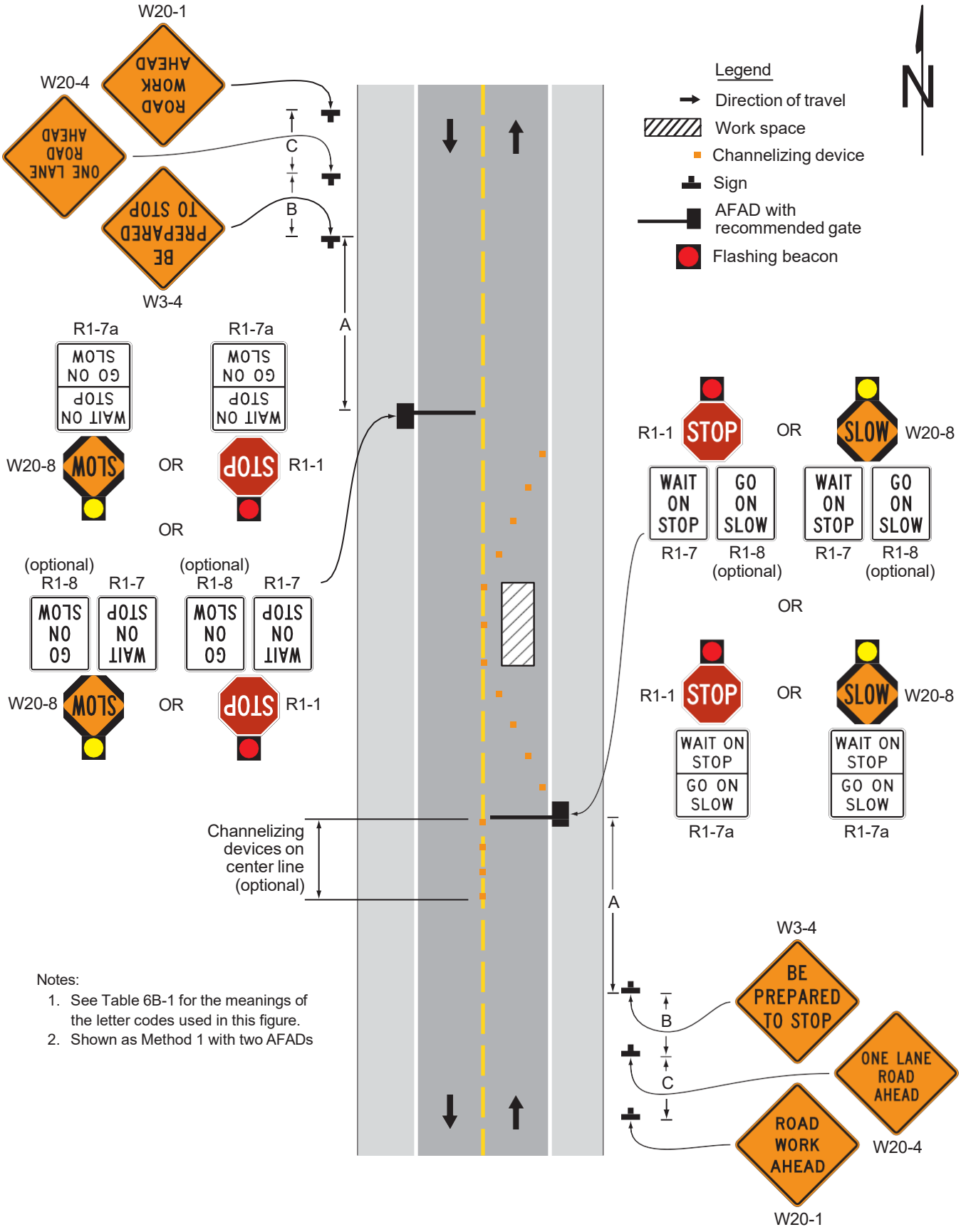
Option:

05 Type B warning light(s) (see Section 6L.07) or strobe lights may be used in lieu of the Warning Beacon during the display of the SLOW face of the AFAD's STOP/SLOW sign.

Standard:

06 **If Type B warning lights or strobe lights are used in lieu of a Warning Beacon, they shall flash continuously when the SLOW face is displayed and shall not be flashed or illuminated when the STOP face is displayed.**

Figure 6L-1. Example of the Use of a STOP/SLOW Automated Flagger Assistance Device (AFAD)



Notes:

1. See Table 6B-1 for the meanings of the letter codes used in this figure.
2. Shown as Method 1 with two AFADs

Option:

07 The faces of the AFAD's STOP/SLOW sign may include louvers to improve the stability of the device in windy or other adverse environmental conditions.

Standard:

08 **If louvers are used, the louvers shall be designed such that the full sign face is visible to approaching traffic at a distance of 50 feet or greater.**

Guidance:

09 *The STOP/SLOW AFAD should include a gate arm that descends to a down position across the approach lane of traffic when the STOP face is displayed and then ascends to an upright position when the SLOW face is displayed.*

Option:

10 In lieu of a stationary STOP/SLOW sign with a separate gate arm, the STOP/SLOW sign may be attached to a mast arm that physically blocks the approach lane of traffic when the STOP face is displayed and then moves to a position that does not block the approach lane when the SLOW face is displayed.

Standard:

11 **Gate arms, if used, shall be fully retroreflectorized on both sides, and shall have vertical alternating red and white stripes at 16-inch intervals measured horizontally as shown in Figure 8D-1. When the arm is in the down position blocking the approach lane:**

A. The minimum vertical aspect of the arm and sheeting shall be 2 inches, and
B. The end of the arm shall reach at least to the center of the lane being controlled.

12 **A WAIT ON STOP (R1-7) sign (see Figure 6L-1) shall be displayed to road users approaching the AFAD.**

Option:

13 A GO ON SLOW (R1-8) sign (see Figure 6L-1) may also be displayed to road users approaching the AFAD.

14 The WAIT ON STOP/ GO ON SLOW (R1-7a) sign (see Figure 6L-1) may also be used to display both messages to approaching road users.

Standard:

15 **The GO ON SLOW sign, if used, and the WAIT ON STOP sign shall be positioned on the same support structure as the AFAD or immediately adjacent to the AFAD such that they are in the same direct line of view of approaching traffic as the sign faces of the AFAD.**

16 **To inform road users to stop, the AFAD shall display the STOP face and the red or white lights, if used, within the STOP face shall flash or the Stop Beacon shall flash. To inform road users to proceed, the AFAD shall display the SLOW face and the yellow or white lights, if used, within the SLOW face shall flash or the Warning Beacon or the Type B warning lights shall flash.**

17 **If STOP/SLOW AFADs are used to control traffic in a one-lane, two-way TTC zone, safeguards shall be incorporated to prevent the flagger(s) from simultaneously displaying the SLOW face at each end of the TTC zone. Additionally, the flagger(s) shall not display the AFAD's SLOW face until all oncoming vehicles have cleared the one-lane portion of the TTC zone.**

Section 6L.04 Red/Yellow Lens Automated Flagger Assistance Devices

Standard:

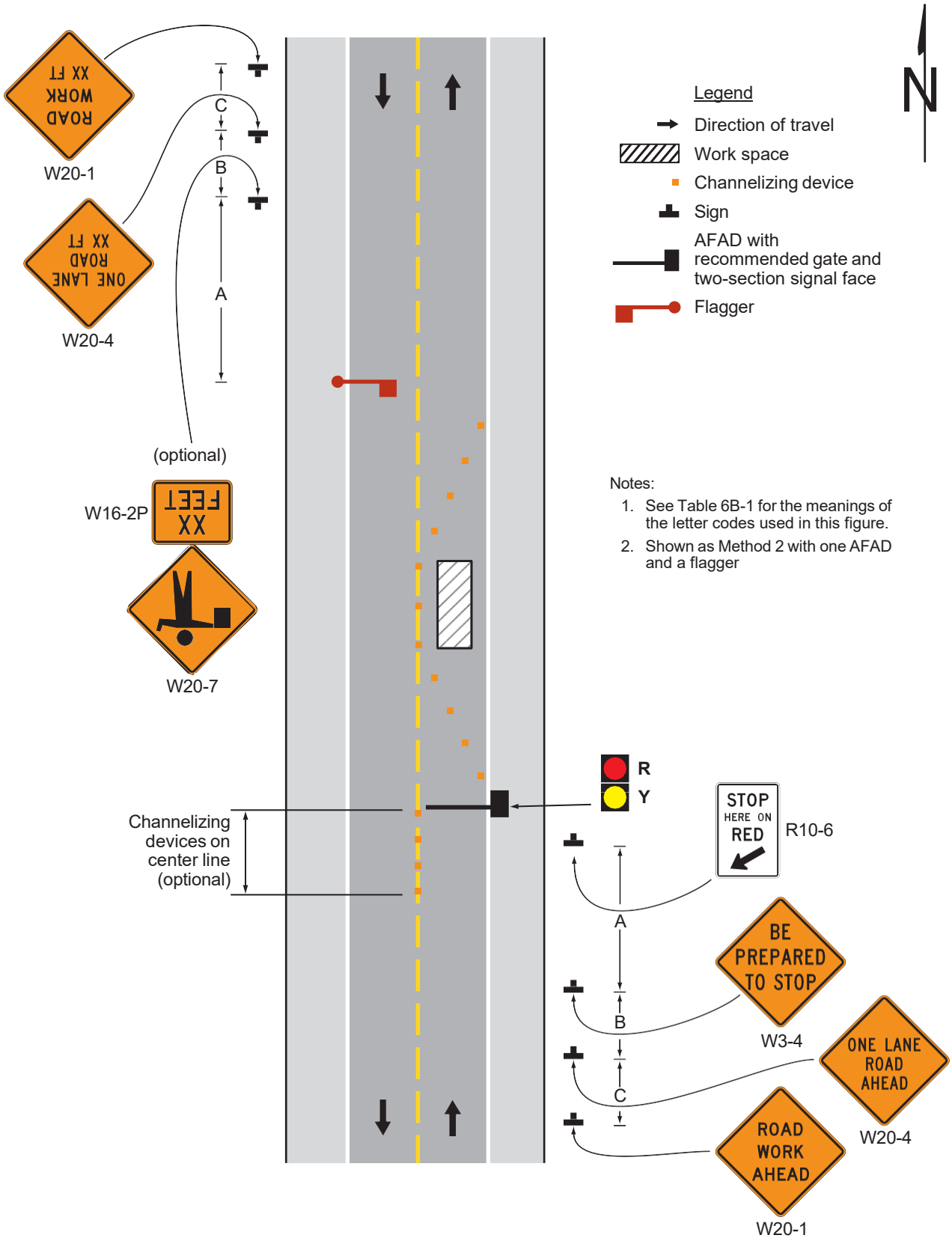
01 **A Red/Yellow Lens Automated Flagger Assistance Device (AFAD) shall alternately display a steadily illuminated CIRCULAR RED lens and a flashing CIRCULAR YELLOW lens to control traffic without the need for a flagger in the immediate vicinity of the AFAD or on the roadway (see Figure 6L-2).**

02 **Red/Yellow Lens AFADs shall have at least one set of CIRCULAR RED and CIRCULAR YELLOW lenses that are 12 inches in diameter. Unless otherwise provided in this Section, the lenses and their arrangement, CIRCULAR RED on top and CIRCULAR YELLOW below, shall comply with the applicable provisions for traffic signal indications in Part 4. If the set of lenses is post-mounted, the bottom of the housing (including brackets) shall be at least 7 feet above the pavement. If the set of lenses is located over any portion of the highway that can be used by motor vehicles, the bottom of the housing (including brackets) shall be at least 15 feet above the pavement.**

Option:

03 Additional sets of CIRCULAR RED and CIRCULAR YELLOW lenses, located over the roadway or on the left-hand side of the approach and operated in unison with the primary set, may be used to improve visibility and/or conspicuity of the AFAD.

Figure 6L-2. Example of the Use of a Red/Yellow Lens Automated Flagger Assistance Device (AFAD)



Standard:

04 **A Red/Yellow Lens AFAD shall include a gate arm that descends to a down position across the approach lane of traffic when the steady CIRCULAR RED lens is illuminated and then ascends to an upright position when the flashing CIRCULAR YELLOW lens is illuminated. The gate arm shall be fully retroreflectorized on both sides, and shall have vertical alternating red and white stripes at 16-inch intervals measured horizontally as shown in Figure 8D-1. When the arm is in the down position blocking the approach lane:**

A. The minimum vertical aspect of the arm and sheeting shall be 2 inches, and

B. The end of the arm shall reach at least to the center of the lane being controlled.

05 **A Stop Here On Red (R10-6 or R10-6a) sign (see Section 2B.59) shall be installed on the right-hand side of the approach at the point at which drivers are expected to stop when the steady CIRCULAR RED lens is illuminated (see Figure 6L-2).**

06 **To inform road users to stop, the AFAD shall display a steadily illuminated CIRCULAR RED lens and the gate arm shall be in the down position. To inform road users to proceed, the AFAD shall display a flashing CIRCULAR YELLOW lens and the gate arm shall be in the upright position.**

07 **If Red/Yellow Lens AFADs are used to control traffic in a one-lane, two-way TTC zone, safeguards shall be incorporated to prevent the flagger(s) from actuating a simultaneous display of a flashing CIRCULAR YELLOW lens at each end of the TTC zone. Additionally, the flagger shall not actuate the AFAD's display of the flashing CIRCULAR YELLOW lens until all oncoming vehicles have cleared the one-lane portion of the TTC zone.**

08 **A change interval shall be provided as the transition between the display of the flashing CIRCULAR YELLOW indication and the display of the steady CIRCULAR RED indication. During the change interval, the CIRCULAR YELLOW lens shall be steadily illuminated. The gate arm shall remain in the upright position during the display of the steadily illuminated CIRCULAR YELLOW change interval.**

09 **A change interval shall not be provided between the display of the steady CIRCULAR RED indication and the display of the flashing CIRCULAR YELLOW indication.**

Guidance:

10 *The steadily illuminated CIRCULAR YELLOW change interval should have a duration of at least 5 seconds, unless a different duration, within the range of durations recommended by Section 4F.17, is justified by engineering judgment.*

Section 6L.05 Portable Changeable Message Signs

Support:

01 Portable changeable message signs (PCMS) are TTC devices installed for temporary use with the flexibility to display a variety of messages. In most cases, portable changeable message signs follow the same provisions for design and application as those given for changeable message signs in Chapter 2L. The information in this Section describes situations where the provisions for portable changeable message signs differ from those given in Chapter 2L.

02 Portable changeable message signs are used most frequently on high-density urban freeways, but have applications on all types of highways where highway alignment, road user routing problems, or other pertinent conditions require advance warning and information.

03 Portable changeable message signs have a wide variety of applications in TTC zones including: roadway, lane, or ramp closures; incident management; width restriction information; speed control or reductions; advisories on work scheduling; road user management and diversion; warning of adverse conditions or special events; and other operational control.

04 The primary purpose of portable changeable message signs in TTC zones is to advise the road user of unexpected situations. Portable changeable message signs are particularly useful as they are capable of:

A. Conveying complex messages,

B. Displaying real time information about conditions ahead, and

C. Providing information to assist road users in making decisions prior to the point where actions must be taken.

05 Some typical applications include the following:

A. Where the speed of vehicular traffic is expected to drop substantially;

B. Where significant queuing and delays are expected;

C. Where adverse environmental conditions are present;

D. Where there are changes in alignment or surface conditions;

E. Where advance notice of ramp, lane, or roadway closures is needed;

F. Where crash or incident management is needed; and/or

G. Where changes in the road user pattern occur.

Guidance:

06 *The components of a portable changeable message sign should include: a message sign, control systems, a power source, and mounting and transporting equipment. The front face of the sign should be covered with a protective material.*

Standard:

07 **Portable changeable message signs shall comply with the applicable design and application principles established in Chapter 2A. Portable changeable message signs shall display only traffic operational, regulatory, warning, and guidance information, and shall not be used for advertising messages.**

Support:

08 Section 2L.02 contains information regarding overly simplistic or vague messages that is also applicable to portable changeable message signs.

Standard:

09 **The colors used for legends on portable changeable message signs shall comply with those shown in Table 2A-5.**

Support:

10 Section 2L.04 contains information regarding the luminance, luminance contrast, and contrast orientation that is also applicable to portable changeable message signs.

Guidance:

11 *Portable changeable message signs should be visible from ½ mile under both day and night conditions.*

Support:

12 Section 2B.21 contains information regarding the design of portable changeable message signs that are used to display speed limits that change based on operational conditions, or are used to display the speed at which approaching drivers are traveling.

Guidance:

13 *A portable changeable message sign should be limited to three lines of eight characters per line or should consist of a full matrix display.*

14 *Except as provided in Paragraph 15 of this Section, the letter height used for portable changeable message sign messages should be a minimum of 18 inches.*

Option:

15 For portable changeable message signs mounted on service patrol trucks or other incident response vehicles, a letter height as short as 10 inches may be used. Shorter letter sizes may also be used on a portable changeable message sign used on low speed facilities provided that the message is legible from at least 650 feet.

16 The portable changeable message sign may vary in size.

Guidance:

17 *Messages on a portable changeable message sign should consist of no more than two phases, and a phase should consist of no more than three lines of text. Each phase should be capable of being understood by itself, regardless of the order in which it is read. Messages should be centered within each line of legend. If more than one portable changeable message sign is simultaneously legible to road users, then only one of the signs should display a sequential message at any given time.*

Support:

18 Road users have difficulties in reading messages displayed in more than two phases on a typical three-line portable changeable message sign.

Standard:

19 **Except when being used to simulate an Arrow Board display (see Section 6L.06), techniques of message display such as animation, rapid flashing, dissolving, exploding, scrolling, traveling horizontally or vertically across the face of the sign, or other dynamic elements shall not be used.**

Guidance:

20 *When a message is divided into two phases, the display time for each phase should be at least 2 seconds, and the sum of the display times for both of the phases should be a maximum of 8 seconds.*

21 *All messages should be designed with consideration given to the principles provided in this Section and also taking into account the following:*

A. The message should be as brief as possible and should contain three thoughts (with each thought preferably shown on its own line) that convey:
1. The problem or situation that the road user will encounter ahead,
2. The location of or distance to the problem or situation, and
3. The recommended driver action.

B. If more than two phases are needed to display a message, additional portable changeable message signs should be used. When multiple portable changeable message signs are needed, they should be placed on the same side of the roadway and they should be separated from each other by a distance of at least 1,000 feet on freeways and expressways, and by a distance of at least 500 feet on other types of highways.

Standard:

22 **When the word messages shown in Tables 1D-1 or 1D-2 need to be abbreviated on a portable changeable message sign, the provisions described in Section 1D.08 shall be followed.**

23 **In order to maintain legibility, portable changeable message signs shall automatically adjust their brightness under varying light conditions.**

24 **The control system shall include a display screen upon which messages can be reviewed before being displayed on the message sign. The control system shall be capable of maintaining memory when power is unavailable.**

25 **Portable changeable message signs shall be equipped with a power source and a battery back-up to provide continuous operation when failure of the primary power source occurs.**

26 **The mounting of portable changeable message signs on a trailer, a large truck, or a service patrol truck shall be such that the bottom of the message sign shall be a minimum of 7 feet above the roadway in urban areas and 5 feet above the roadway in rural areas when it is in the operating mode.**

Guidance:

27 *Portable changeable message signs should be used as a supplement to and not as a substitute for conventional signs and pavement markings.*

28 *When portable changeable message signs are used for route diversion, they should be placed far enough in advance of the diversion to allow road users ample opportunity to perform necessary lane changes, to adjust their speed, or to exit the affected highway.*

29 *Portable changeable message signs should be sited and aligned to provide maximum legibility and to allow time for road users to respond appropriately to the portable changeable message sign message.*

30 *Portable changeable message signs should be placed off the shoulder of the roadway and behind a traffic barrier, if practicable. Where a traffic barrier is not available to shield the portable changeable message sign, it should be placed off the shoulder and outside of the clear zone. If a portable changeable message sign has to be placed on the shoulder of the roadway or within the clear zone, it should be delineated with retroreflective TTC devices.*

31 *When portable changeable message signs are used in TTC zones, they should display only TTC messages.*

32 *When portable changeable message signs are not being used to display TTC messages, they should be relocated such that they are outside of the clear zone or shielded behind a traffic barrier and turned away from traffic. If relocation or shielding is impracticable, they should be delineated with retroreflective TTC devices.*

33 *Portable changeable message sign trailers should be delineated on a permanent basis by affixing retroreflective material, known as conspicuity material, in a continuous line on the face of the trailer as seen by oncoming road users.*

Section 6L.06 Arrow Boards

Standard:

01 **An arrow board shall be a sign with a matrix of elements capable of either flashing or sequential displays. This sign shall provide additional warning and directional information to assist in merging and controlling road users through or around a TTC zone.**

Guidance:

02 *An arrow board in the arrow or chevron mode should be used to advise approaching traffic of a lane closure along major multi-lane roadways in situations involving heavy traffic volumes, high speeds, and/or limited sight distances, or at other locations and under other conditions where road users are less likely to expect such lane closures.*

03 *If used, an arrow board should be used in combination with appropriate signs, channelizing devices, or other TTC devices.*

04 *An arrow board should be placed on the shoulder of the roadway or, if practicable, farther from the traveled lane. It should be delineated with retroreflective TTC devices. When an arrow board is not being used, it should be removed; if not removed, it should be shielded; or if the previous two options are not feasible, it should be delineated with retroreflective TTC devices.*

Standard:

05 **Arrow boards shall meet the minimum size, legibility distance, number of elements, and other specifications shown in Figure 6L-3.**

Support:

06 Type A arrow boards are appropriate for use on low-speed urban streets. Type B arrow boards are appropriate for intermediate-speed facilities and for maintenance or mobile operations on high-speed roadways. Type C arrow boards are intended to be used on high-speed, high-volume motor vehicle traffic control projects. Type D arrow boards are intended for use on vehicles authorized by the State or local agency.

Standard:

07 **Type A, B, and C arrow boards shall have solid rectangular appearances. A Type D arrow board shall conform to the shape of the arrow.**

08 **All arrow boards shall be finished in non-reflective black. The arrow board shall be mounted on a vehicle, a trailer, or other suitable support.**

Guidance:

09 *The minimum mounting height, measured vertically from the bottom of the board to the roadway below it or to the elevation of the near edge of the roadway, of an arrow board should be 7 feet, except on vehicle-mounted arrow boards, which should be as high as practicable.*

10 *A vehicle-mounted arrow board should be provided with remote controls.*

Standard:

11 **Arrow board elements shall be capable of at least a 50 percent dimming from full brilliance. The dimmed mode shall be used for nighttime operation of arrow boards.**

Guidance:

12 *Full brilliance should be used for daytime operation of arrow boards.*

Standard:

13 **The arrow board shall have suitable elements capable of the various operating modes. The color presented by the elements shall be yellow.**

Guidance:

14 *If an arrow board consisting of a bulb matrix is used, the elements should be recess-mounted or equipped with an upper hood of not less than 180 degrees.*

Standard:

15 **The minimum element on-time shall be 50 percent for the flashing mode, with equal intervals of 25 percent for each sequential phase. The flashing rate shall be not less than 25 or more than 40 flashes per minute.**

16 **An arrow board shall have the following three mode selections:**

A. A Flashing Arrow, Sequential Arrow, or Sequential Chevron mode;
B. A flashing Double Arrow mode; and
C. A flashing Caution or Alternating Diamond mode.

17 **An arrow board in the arrow or chevron mode shall be used only for stationary or moving lane closures on multi-lane roadways.**

18 **For shoulder work, for blocking the shoulder, for roadside work near the shoulder, or for temporarily closing one lane on a two-lane, two-way roadway, an arrow board shall be used only in the caution mode.**

Guidance:

19 *For a stationary lane closure, the arrow board should be located on the shoulder at the beginning of the merging taper.*

20 *Where the shoulder is narrow, the arrow board should be located in the closed lane.*

Figure 6L-3. Advance Warning Arrow Board Display Specifications

Operating Mode	Display (Type C arrow board illustrated) (right arrow shown; left is similar)
1. At least one of the three following modes shall be provided:	
Flashing Arrow	Merge Right
Sequential Arrow	Merge Right
Sequential Chevron	Merge Right
2. The following mode shall be provided: Flashing Double Arrow	Merge Right or Left
3. At least one of the following modes shall be provided: Flashing Caution or Alternating Diamond Caution	Flashing Caution or Flashing Caution or Alternating Diamond Caution

Arrow Board Type	Minimum Size	Minimum Legibility Distance	Minimum Number of Elements
A	48 x 24 inches	1/2 mile	12
B	60 x 30 inches	3/4 mile	13
C	96 x 48 inches	1 mile	15
D	None*	1/2 mile	12

*Length of arrow equals 48 inches, width of arrowhead equals 24 inches

Standard:

21 **When arrow boards are used to close multiple lanes, a separate arrow board shall be used for each closed lane.**

Guidance:

22 *When arrow boards are used to close multiple lanes, if the first arrow board is placed on the shoulder, the second arrow board should be placed in the first closed lane at the upstream end of the second merging taper (see Figure 6P-37). When the first arrow board is placed in the first closed lane, the second arrow board should be placed in the second closed lane at the downstream end of the second merging taper.*

23 *For mobile operations where a lane is closed, the arrow board should be located to provide adequate separation from the work operation to allow for appropriate reaction by approaching drivers.*

Standard:

24 **A vehicle displaying an arrow board shall be equipped with high-intensity rotating, flashing, oscillating, or strobe lights.**

25 **Arrow boards shall only be used to indicate a lane closure. Arrow boards shall not be used to indicate a lane shift.**

Option:

26 A portable changeable message sign may be used to simulate an arrow board display.

Section 6L.07 Flashing Beacons and Warning Lights

Guidance:

01 *Lighting devices should be provided in TTC zones based on engineering judgment.*

Option:

02 Flashing beacons (see Chapter 4S) and/or warning lights may be used to supplement retroreflectorized signs, barriers, and channelizing devices.

Support:

03 Type A, Type B, Type C, and Type D 360-degree warning lights are portable, powered, yellow, lens-directed, enclosed lights.

Standard:

04 **Warning lights shall comply with the provisions in Chapter 13 of the publication entitled, "Equipment and Materials Standards of the Institute of Transportation Engineers," 1998, Institute of Transportation Engineers.**

05 **When warning lights are used, they shall be mounted on signs or channelizing devices in a manner that, if hit by an errant vehicle, they will not be likely to penetrate the windshield.**

Guidance:

06 *The maximum spacing for warning lights should be identical to the channelizing device spacing requirements.*

Support:

07 The light weight and portability of warning lights are advantages that make these devices useful as supplements to the retroreflectorization on signs and channelizing devices. The flashing lights are effective in attracting road users' attention.

Option:

08 Warning lights may be used in either a steady-burn or flashing mode.

Standard:

09 **Warning lights shall flash when placed on channelizing devices used alone or in a cluster to warn of a condition.**

10 **Except for the sequential flashing warning lights discussed in Paragraph 12 of this Section, warning lights placed on channelizing devices used in a series to channelize road users shall be steady-burn.**

11 **Except for the sequential flashing warning lights that are described in Paragraph 12 of this Section, flashing warning lights shall not be used for delineation, as a series of flashers fails to identify the desired vehicle path.**

12 **If a series of sequential flashing warning lights is used on channelizing devices that form a merging taper, the successive flashing of the lights shall occur from the upstream end of the merging taper to the downstream end of the merging taper in order to identify the desired vehicle path. Each flashing warning light in the sequence shall be flashed at a rate of not less than 55 or more than 75 times per minute.**

13 **Type A Low-Intensity Flashing warning lights, Type C Steady-Burn warning lights, and Type D 360-degree Steady-Burn warning lights shall be maintained so as to be capable of being visible on a clear night from a distance of 3,000 feet. Type B High-Intensity Flashing warning lights shall be maintained so as to be capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1,000 feet.**

14 **Warning lights shall have a minimum mounting height of 30 inches to the bottom of the lens.**

Support:

15 Type A Low-Intensity Flashing warning lights are used to warn road users during nighttime hours that they are approaching or proceeding in a potentially hazardous area.

Option:

16 Type A warning lights may be mounted on channelizing devices.

Support:

17 Type B High-Intensity Flashing warning lights are used to warn road users during both daylight and nighttime hours that they are approaching a potentially hazardous area.

Option:

18 Type B warning lights are designed to operate 24 hours per day and may be mounted on advance warning signs or on independent supports.

19 Type C Steady-Burn warning lights and Type D 360-degree Steady-Burn warning lights may be used during nighttime hours to delineate the edge of the traveled way.

Guidance:

20 *When used to delineate a curve, Type C and Type D 360-degree warning lights should only be used on devices on the outside of the curve, and not on the inside of the curve.*

Section 6L.08 High-Level Warning Devices (Flag Trees)

Option:

01 A high-level warning device (flag tree) may supplement other TTC devices in TTC zones.

Support:

02 A high-level warning device is designed to be seen over the top of typical passenger cars. A typical high-level warning device is shown in Figure 6F-1.

Standard:

03 **A high-level warning device shall consist of a minimum of two flags with or without a Type B high-intensity flashing warning light. The distance from the roadway to the bottom of the lens of the light and to the lowest point of the flag material shall be not less than 8 feet. The flag shall be 16 inches square or larger and shall be orange or fluorescent red-orange in color.**

Option:

04 An appropriate warning sign may be mounted below the flags.

Support:

05 High-level warning devices are most commonly used in high-density road user situations to warn road users of short-term operations.

CHAPTER 6M. OTHER TTC ZONE DESIGN FEATURES AND SAFETY DEVICES

Section 6M.01 General

Support:

01 Although certain devices and design features, such as lighting, barriers, dividers, crash cushions, and screens, are sometimes used in TTC zones to supplement traffic control devices or enhance traffic operations or safety for road users, they are not considered to be traffic control devices. The following Sections describe the most commonly used devices and design features. Section 1D.04 contains additional information about these devices and design features.

Section 6M.02 Positive Protection and Temporary Traffic Barriers

Support:

01 Temporary traffic barriers, including portable or movable barriers, are devices designed to help prevent penetration by vehicles while minimizing injuries to vehicle occupants, and to protect workers, bicyclists, and pedestrians.

Guidance:

02 *Except as otherwise required, at a minimum, longitudinal traffic barriers and/or other positive protection devices should be considered in work zone situations that place workers at increased risk from motorized traffic, and where positive protection devices offer the highest potential for improved safety for workers and road users.*

Support:

03 Considerations for positive protection include, but are not limited to, the following circumstances:

A. Work zones that provide workers no means of escape from motorized traffic such as tunnels or bridges;
B. Long-term stationary work zones of two weeks or more resulting in substantial worker exposure to motorized traffic;
C. Projects with anticipated operating speeds of 45 mph or greater, especially when combined with high traffic volumes;
D. Work operations that place workers, pedestrians, or bicyclists close to travel lanes open to traffic; and
E. Roadside hazards, such as drop-offs or unfinished bridge decks, that will remain in place overnight or longer.

04 Work zone setups vary depending on the nature of the positive protection used.

05 23 CFR Part 630.1108(a) contains additional requirements for certain projects.

Option:

06 Temporary traffic barriers may be used to separate two-way vehicular traffic.

Standard:

07 **Temporary traffic barriers shall be supplemented with standard delineation, pavement markings, or channelizing devices for improved daytime and nighttime visibility if they are used to channelize vehicular traffic. The delineation color shall match the applicable pavement marking color.**

08 **Temporary traffic barriers, including their end treatments, shall be crashworthy (see definition in Section 1C.02).**

09 **Short intermittent segments of temporary traffic barrier shall not be used because they nullify the containment and redirective capabilities of the temporary traffic barrier, increase the potential for serious injury both to vehicle occupants and pedestrians, and encourage the presence of blunt leading ends. Adjacent temporary traffic barrier segments shall be properly connected in order to provide the overall strength required for the temporary traffic barrier to perform properly.**

Option:

10 Steady-burn warning lights (see Section 6L.07) may be mounted on temporary traffic barrier installations.

Support:

11 Temporary traffic barrier includes portable concrete, portable steel, or movable barrier which can all be moved laterally and/or longitudinally when needed and/or from site to site. More specific information on the use of temporary traffic barriers is contained in Chapters 8 and 9 of "Roadside Design Guide," 4th Edition, 2011, AASHTO.

Section 6M.03 Temporary Raised Islands

Standard:

01 **Temporary raised islands shall be used only in combination with pavement striping and other suitable channelizing devices.**

Option:

02 A temporary raised island may be used to separate vehicular traffic flows in two-lane, two-way operations on roadways having a vehicular traffic volume range of 4,000 to 15,000 average daily traffic (ADT) and on freeways having a vehicular traffic volume range of 22,000 ADT to 60,000 ADT.

03 Temporary raised islands also may be used in other than two-lane, two-way operations where physical separation of vehicular traffic from the TTC zone is not required.

Guidance:

04 *Temporary raised islands should have the basic dimensions of 4 inches high by at least 12 inches wide and have rounded or chamfered corners.*

05 *The temporary raised islands should not be designed in such a manner that they would cause a motorist to lose control of the vehicle if the vehicle inadvertently strikes the temporary raised island. If struck, pieces of the island should not be dislodged to the extent that they could penetrate the occupant compartment or involve other vehicles.*

Standard:

06 **At pedestrian crossing locations, temporary raised islands shall have an opening or be shortened to provide at least a 60-inch wide passageway for the crossing pedestrian.**

Section 6M.04 Detectable Edging for Pedestrians

Support:

01 Individual channelizing devices, tape or rope used to connect individual devices, other discontinuous barriers and devices, and pavement markings are not detectable by persons with vision disabilities and are incapable of providing detectable path guidance on temporary or realigned sidewalks or other pedestrian facilities.

Guidance:

02 *A continuously-detectable edging should be provided throughout the length of a temporary pedestrian facility such that it can be followed by pedestrians using long canes for guidance. This edging should extend at least 8 inches above the surface of the sidewalk or pathway, with the bottom of the edging a maximum of 2 inches above the surface. This edging should be continuous throughout the length of the facility except for gaps at locations where pedestrians or vehicles will be turning or crossing. This edging should consist of a prefabricated or formed-in-place curbing or other continuous device that is placed along the edge of the sidewalk or walkway. This edging should be firmly attached to the ground or to other devices. Adjacent sections of this edging should be interconnected such that the edging is not displaced by pedestrian or vehicular traffic or work operations, and such that it does not constitute a hazard to pedestrians, workers, or other road users.*

Support:

03 Examples of detectable edging for pedestrians include:

A. Prefabricated lightweight sections of plastic, metal, or other suitable materials that are interconnected and fixed in place to form a continuous edge.
B. Prefabricated lightweight sections of plastic, metal, or other suitable materials that are interconnected, fixed in place, and placed at ground level to provide a continuous connection between channelizing devices located at intervals along the edge of the sidewalk or walkway.
C. Sections of lumber interconnected and fixed in place to form a continuous edge.
D. Formed-in-place asphalt or concrete curb.
E. Prefabricated concrete curb sections that are interconnected and fixed in place to form a continuous edge.
F. Continuous temporary traffic barrier or longitudinal channelizing barricades placed along the edge of the sidewalk or walkway that provides a pedestrian edging at ground level.
G. Chain link or other fencing equipped with a continuous bottom rail.

Guidance:

04 *Detectable pedestrian edging should be orange, white, or yellow and should match the color of the adjacent channelizing devices or traffic control devices, if any are present.*

Section 6M.05 Crash Cushions

Support:

01 Crash cushions are systems that mitigate the effects of errant vehicles that strike obstacles, either by smoothly decelerating the vehicle to a stop when hit head-on, or by redirecting the errant vehicle. The two types of crash cushions that are used in TTC zones are stationary crash cushions and truck-mounted attenuators. Crash cushions in TTC zones help protect the drivers from the exposed ends of barriers, fixed objects, shadow vehicles, and other obstacles. Specific information on the use of crash cushions can be found in "Roadside Design Guide," 4th Edition, 2011, AASHTO.

Standard:

02 **Crash cushions shall be crashworthy (see definition in Section 1C.02). They shall also be designed for each application to stop or redirect errant vehicles under prescribed conditions. Crash cushions shall be periodically inspected to verify that they have not been hit or damaged. Damaged crash cushions shall be promptly repaired or replaced to maintain their crashworthiness.**

Support:

03 Stationary crash cushions are used in the same manner as permanent highway installations to protect drivers from the exposed ends of barriers, fixed objects, and other obstacles.

Standard:

04 **Stationary crash cushions shall be designed for the specific application intended.**

05 **Truck-mounted attenuators shall be energy-absorbing devices attached to the rear of shadow trailers or trucks and shall be used in accordance with the manufacturer's specifications. If used, the shadow vehicle with the attenuator shall be located in advance of the work area, workers, or equipment to reduce the severity of rear-end crashes from errant vehicles.**

Support:

06 Trucks or trailers are often used as shadow vehicles to protect workers or work equipment from errant vehicles. These shadow vehicles are normally equipped with flashing arrows, changeable message signs, and/or high-intensity rotating, flashing, oscillating, or strobe lights and are located properly in advance of the workers and/or equipment that they are protecting. However, these shadow vehicles might themselves cause injuries to occupants of the errant vehicles if they are not equipped with truck-mounted attenuators.

Guidance:

07 *The shadow truck should be positioned a sufficient distance in advance of the workers or equipment being protected so that there will be sufficient distance, but not so much so that errant vehicles will travel around the shadow truck and strike the protected workers and/or equipment.*

Support:

08 Chapter 9 of "Roadside Design Guide," 4th Edition, 2011, AASHTO contains additional information regarding the use of shadow vehicles.

Section 6M.06 Rumble Strips

Support:

01 Transverse rumble strips consist of intermittent, narrow, transverse areas of rough-textured or slightly-raised or depressed road surface that extend across the travel lanes to alert drivers to unusual vehicular traffic conditions. Through noise and vibration they attract the driver's attention to such features as unexpected changes in alignment and to conditions requiring a stop.

02 Longitudinal rumble strips consist of a series of rough-textured or slightly-raised or depressed road surfaces located along the shoulder to alert road users that they are leaving the travel lanes.

Standard:

03 **If it is desirable to use a color other than the color of the pavement for a longitudinal rumble strip, the color of the rumble strip shall be the same color as the longitudinal line the rumble strip supplements.**

04 **If the color of a transverse rumble strip used within a travel lane is not the color of the pavement, the color of the rumble strip shall be white, black, or orange.**

Option:

05 Intervals between transverse rumble strips may be reduced as the distance to the approached conditions is diminished in order to convey an impression that a closure speed is too fast and/or that an action is imminent. A sign warning drivers of the onset of rumble strips may be placed in advance of any transverse rumble strip installation.

Guidance:

06 *Transverse rumble strips should be placed transverse to vehicular traffic movement. They should not adversely affect overall pavement skid resistance under wet or dry conditions.*

07 *In urban areas, even though a closer spacing might be warranted, transverse rumble strips should be designed in a manner that does not promote unnecessary braking or erratic steering maneuvers by road users.*

08 *Transverse rumble strips should not be placed on sharp horizontal or vertical curves.*

09 *Rumble strips should not be placed through pedestrian crossings or on bicycle routes.*

10 *Transverse rumble strips should not be placed on roadways used by bicyclists unless a minimum clear path of 4 feet is provided at each edge of the roadway or on each paved shoulder.*

11 *Longitudinal rumble strips should not be placed on the shoulder of a roadway that is used by bicyclists unless a minimum clear path of 4 feet is also provided on the shoulder.*

Section 6M.07 Screens

Support:

01 Screens are used to block the road users' view of activities that can be distracting. Screens might improve safety and motor vehicle traffic flow where volumes approach the roadway capacity because they discourage gawking and reduce headlight glare from oncoming motor vehicle traffic.

Guidance:

02 *Screens should not be mounted where they could adversely restrict road user visibility and sight distance and adversely affect the operation of vehicles.*

Option:

03 Screens may be mounted on the top of temporary traffic barriers that separate two-way motor vehicle traffic.

Guidance:

04 *Design of screens should be in accordance with Chapter 9 of "Roadside Design Guide," 4th Edition, 2011, AASHTO.*

Section 6M.08 Lighting for Night Work

Support:

01 Utility, maintenance, or construction activities on highways are frequently conducted during nighttime periods when vehicular traffic volumes are lower. Large construction projects are sometimes operated on a double-shift basis requiring night work (see Section 6N.18).

Guidance:

02 *When nighttime work is being performed, floodlights should be used to illuminate the work area, equipment crossings, and other areas.*

03 *When used, floodlighting should be installed in a manner that minimizes glare to approaching road users, flaggers, or workers.*

04 *The adequacy of the floodlight placement and elimination of potential glare should be determined by driving through and observing the floodlighted area from each direction on all approaching roadways after the initial floodlight setup, at night, and periodically. Lighting should be sufficient so as to give road users the capability to identify a worker as a person. Care should be taken to minimize the potential for shadows to conceal workers within the work area.*

Support:

05 Desired illumination levels vary depending upon the nature of the task involved. An average horizontal luminance of 5 foot candles can be adequate for general activities. Tasks requiring high levels of precision and extreme care can require an average horizontal luminance of 20 foot candles.

Standard:

06 **Except in emergency situations, flagger stations shall be illuminated at night.**

Support:

07 Work zone presence lighting enhances safety by alerting road users to a downstream merge taper or other change in roadway alignment in locations without existing lighting. Studies have shown a decrease in speeds with its use. Work zone presence lighting is placed in the advance warning area of a work zone and the spacing between each light source is reduced closer to the merge taper or alignment change. Light sources are typically LED's and they may either be balloon style or be supported by trailer mounted towers.

CHAPTER 6N. TYPES OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES

Section 6N.01 Work Duration

Support:

01 Work duration is a major factor in determining the number and types of devices used in TTC zones. The duration of a TTC zone is defined relative to the length of time a work operation occupies a spot location.

Standard:

02 **The five categories of work duration and their time at a location shall be defined as follows:**

- **A. Long-term stationary is work that occupies a location more than 3 days.**
- **B. Intermediate-term stationary is work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.**
- **C. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.**
- **D. Short duration is work that occupies a location up to 1 hour.**
- **E. Mobile is work that moves intermittently or continuously.**

Support:

03 At long-term stationary TTC zones, there is ample time to install and realize benefits from the full range of TTC procedures and devices that are available for use. Larger channelizing devices, temporary roadways, and temporary traffic barriers are frequently used.

Standard:

04 **Since long-term operations extend into nighttime, retroreflective and/or illuminated devices shall be used in long-term stationary TTC zones.**

Support:

05 In intermediate-term stationary TTC zones, it might not be feasible or practical to use procedures or devices that would be desirable for long-term stationary TTC zones, such as altered pavement markings, temporary traffic barriers, and temporary roadways. The increased time to place and remove these devices in some cases could significantly lengthen the project, thus increasing exposure time.

Standard:

06 **Since intermediate-term operations extend into nighttime, retroreflective and/or illuminated devices shall be used in intermediate-term stationary TTC zones.**

Support:

07 Most maintenance and utility operations are short-term stationary work.

08 As compared to stationary operations, mobile and short-duration operations are activities that might involve different treatments. Devices having greater mobility might be necessary such as signs mounted on trucks. Devices that are larger, more imposing, or more visible can be used effectively and economically. The mobility of the TTC zone is important.

Guidance:

09 *Safety in short-duration or mobile operations should not be compromised by using fewer devices simply because the operation will frequently change its location.*

Support:

10 During short-duration work, it often takes longer to set up and remove the TTC zone than to perform the work. Workers face hazards in setting up and taking down the TTC zone. Also, since the work time is short, delays affecting road users are significantly increased when additional devices are installed and removed.

Option:

11 Considering these factors, simplified control procedures may be warranted for short-duration work. A reduction in the number of devices may be offset by the use of other more dominant devices such as high-intensity rotating, flashing, oscillating, or strobe lights on work vehicles.

Support:

12 Mobile operations often involve frequent short stops for activities such as litter cleanup, pothole patching, or utility operations, and are similar to short-duration operations.

Option:

13 Flags and/or channelizing devices may additionally be used and moved periodically to keep them near the mobile work area.

14 Flaggers may be used for mobile operations that often involve frequent short stops.

Support:

15 Mobile operations also include work activities where workers and equipment move along the road without stopping, usually at slow speeds. The advance warning area moves with the work area.

Guidance:

16 *When mobile operations are being performed, a shadow vehicle equipped with an arrow board or a sign should follow the work vehicle, especially when vehicular traffic speeds or volumes are high. Where feasible, warning signs should be placed along the roadway and moved periodically as work progresses.*

17 *To avoid high-volume conditions, consideration should be given to scheduling mobile operations work during off-peak hours.*

18 *If there are mobile operations on a high-speed travel lane of a multi-lane divided highway, arrow boards should be used.*

Standard:

19 **Mobile operations shall have appropriate devices on the equipment (that is, high-intensity rotating, flashing, oscillating, or strobe lights, signs, or special lighting), or shall use a separate vehicle with appropriate warning devices. Although vehicle hazard warning lights are permitted to be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights, they shall not be used instead of these devices.**

Option:

20 For mobile operations that move at speeds of less than 3 mph, mobile signs or stationary signing that is periodically retrieved and repositioned in the advance warning area may be used.

Support:

21 A rolling roadblock, also referred to as a rolling slowdown or rolling stoppage, is a method of TTC used to slow or stop traffic as a means of temporarily removing traffic from a roadway segment downstream of the road block. The rolling roadblock closes all lanes of traffic by using pacing vehicles to create a gap so that construction activities can be performed. Rolling roadblocks are used where long-term road closures using TTC devices are not needed. A rolling roadblock consists of one blocking/pacing vehicle per lane of traffic, a clearing vehicle, and an advance warning vehicle. The rolling roadblock is normally performed by law enforcement officers during off-peak hours.

Section 6N.02 Location of Work

Support:

01 Chapter 6C and Sections 6M.04 and 6N.04 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

02 The choice of TTC needed for a TTC zone depends upon where the work is located. As a general rule, the closer the work is to road users (including bicyclists and pedestrians), the greater the number of TTC devices that are needed. Procedures are described later in this Chapter for establishing TTC zones in the following locations:

A. Outside the shoulder,
B. On the shoulder with no encroachment,
C. On the shoulder with minor encroachment,
D. Within the median, and
E. Within the traveled way.

Standard:

03 **When the work space is within the traveled way, except for short-duration and mobile operations, advance warning shall provide a general message that work is taking place and shall supply information about highway conditions. TTC devices shall clearly delineate the path roadway users are to follow through the TTC zone.**

Section 6N.03 Modifications to Fulfill Special Needs

Support:

01 The typical applications in Chapter 6P illustrate commonly encountered situations in which TTC devices are employed.

Option:

02 Other devices may be added to supplement the devices provided in the typical applications, and device spacing may be adjusted to provide additional reaction time. When conditions are less complex than those depicted in the typical applications, fewer devices may be needed.

Guidance:

03 *When conditions are more complex, typical applications should be modified by giving particular attention to the provisions set forth in Chapter 6A and by incorporating appropriate devices and practices from the following list:*

- *A. Additional devices:*
  - *1. Signs*
  - *2. Arrow boards*
  - *3. More channelizing devices at closer spacing (see Section 6M.04 for information regarding detectable edging for pedestrians)*
  - *4. Temporary raised pavement markers*
  - *5. High-level warning devices*
  - *6. Portable changeable message signs*
  - *7. Temporary traffic control signals (including accessible pedestrian signals where not otherwise required)*
  - *8. Temporary traffic barriers*
  - *9. Crash cushions*
  - *10. Screens*
  - *11. Rumble strips*
  - *12. More delineation*
- *B. Upgrading of devices:*
  - *1. A full complement of standard pavement markings*
  - *2. Brighter and/or wider pavement markings*
  - *3. Larger and/or brighter signs*
  - *4. Channelizing devices with greater conspicuity*
  - *5. Temporary traffic barriers in place of channelizing devices*
- *C. Improved geometrics at detours or crossovers*
- *D. Increased distances:*
  - *1. Longer advance warning area*
  - *2. Longer tapers*
- *E. Lighting:*
  - *1. Temporary roadway lighting*
  - *2. Steady-burn lights used with channelizing devices*
  - *3. Flashing lights for isolated hazards*
  - *4. Illuminated signs*
  - *5. Floodlights*
- *F. Pedestrian routes and temporary facilities*
- *G. Bicycle diversions and temporary facilities*

Section 6N.04 Work Affecting Pedestrian and Bicycle Facilities

Support:

01 It is not uncommon, particularly in urban areas, that road work and the associated TTC will affect existing pedestrian or bicycle facilities. It is essential that the needs of all road users, including pedestrians with disabilities, are considered in TTC zones.

02 In addition to specific provisions identified in Sections 6N.05 through 6N.13, there are a number of provisions that might be applicable for all of the types of activities identified in this Chapter.

Guidance:

03 *Where pedestrian or bicyclist usage is high, the typical applications should be modified by giving particular attention to the provisions set forth in Chapter 6C, this Chapter, Sections 6K.02 and 6M.04, and in other Sections of Part 6 related to accessibility and detectability provisions in TTC zones.*

04 *Pedestrians should be separated from the worksite by appropriate devices that maintain the accessibility and detectability for pedestrians with disabilities.*

05 *Bicyclists and pedestrians should not be exposed to unprotected excavations, open utility access, overhanging equipment, or other such conditions.*

06 *Except for - and mobile operations, when a highway shoulder is occupied, a SHOULDER WORK (W21-5) sign should be placed in advance of the activity area. When work is performed on a paved shoulder 8 feet or more in width, channelizing devices should be placed on a taper having a length that conforms to the requirements of a shoulder taper. Signs should be placed such that they do not narrow any existing pedestrian passages to less than 48 inches.*

07 *Pedestrian detours should be avoided since pedestrians rarely observe them and the cost of providing accessibility and detectability might outweigh the cost of maintaining a continuous route. Whenever possible, work should be done in a manner that does not create a need to detour pedestrians from existing routes or crossings.*

Standard:

08 **Where pedestrian routes are closed, alternate pedestrian routes shall be provided.**

09 **When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.**

Guidance:

10 *The continuity of a bikeway should be maintained through the TTC zone if practical.*

Support:

11 The continuity of a bikeway through the TTC zone is particularly important where bicyclists have been traveling on a shoulder, bicycle lane, or shared-use path adjacent to a general-purpose lane (having a speed limit greater than or equal to 35 miles per hour) and there would be a significant safety concern if bicyclists were to share that general-purpose lane through the TTC zone.

12 On roadways which are not bikeways but where bicyclists (when present) typically share lanes with motor vehicle traffic, the TTC plan and Typical Applications for general traffic will usually be adequate for bicyclists as well.

13 In order to maintain room for bicycle lanes through the TTC zone on a multi-lane roadway, one or more travel lanes could be closed.

Guidance:

14 *If a bikeway detour is unavoidable, it should be as short and direct as practical.*

15 *On-road bicyclists should not be directed onto a path or sidewalk intended for pedestrian use except where such a path or sidewalk is a shared-use path, or where no practical alternative is available (such as might be the case on a bridge in the course of a rehabilitation project).*

16 *If a portion of a bikeway is to be closed due to construction activities and the detoured bikeway follows a complex path not in the original bikeway corridor, then a full detour plan should be developed and implemented. The TTC for the detour of the bikeway should include all necessary advance warning (W21 series) signs, detour (W4-9 series) signs, and any other TTC devices necessary to guide bicyclists along the detour route.*

Support:

17 Figures 6P-47 through 6P-51 provide examples and contain additional information for accommodating bicycles through or around typical TTC zones.

Option:

18 If an on-street bikeway had a wide travel lane or lanes in which bicyclists traveled side by side with motor vehicles prior to construction, and construction activities reduce the lane width(s) to less than 14 feet through the TTC zone, then the BICYCLISTS ALLOWED USE OF FULL LANE (R9-20) sign may be used.

Standard:

19 **The minimum TTC sign and plaque sizes for shared-use paths shall conform to those shown in Table 9A-1. The minimum TTC sign and plaque sizes for on-street bikeways shall conform to Chapters 6G, 6H, and 6I.**

Section 6N.05 Work Outside of the Shoulder

Support:

01 When work is being performed beyond the shoulders, but within the right-of-way, little or no TTC might be needed. TTC generally is not needed where work is confined to an area 15 feet or more from the edge of the traveled way. However, TTC is appropriate where distracting situations exist, such as vehicles parked on the shoulder, vehicles accessing the worksite via the highway, and equipment traveling on or crossing the roadway to perform the work operations (for example, mowing). A typical application for work beyond the shoulder is shown in Figure 6P-1.

Guidance:

02 *Where the situations described in Paragraph 1 of this Section exist, a single warning sign, such as ROAD WORK AHEAD (W20-1), should be used. If the equipment travels on the roadway, the equipment should be equipped with appropriate flags, high-intensity rotating, flashing, oscillating, or strobe lights, and/or a SLOW MOVING VEHICLE (W21-4) sign.*

03 *If work vehicles are on the shoulder, a SHOULDER WORK (W21-5) sign should be used.*

04 *A general warning sign like ROAD MACHINERY AHEAD (W21-3) should be used if workers and equipment must occasionally move onto the shoulder.*

Option:

05 For mowing operations, the sign MOWING AHEAD (W21-8) may be used.

06 Where the activity is spread out over a distance of more than 2 miles, the SHOULDER WORK (W21-5) sign may be repeated every 1 mile.

07 A supplementary plaque with the message NEXT XX MILES (W7-3aP) may be used.

Section 6N.06 Work on the Shoulder with No Encroachment

Support:

01 The provisions of this Section apply to short-term through long-term stationary operations.

Standard:

02 **When paved shoulders having a width of 8 feet or more are closed, at least one advance warning sign shall be used. In addition, channelizing devices shall be used to close the shoulder in advance to delineate the beginning of the work space and direct motor vehicle traffic to remain within the traveled way.**

Guidance:

03 *When paved shoulders having a width of 8 feet or more are closed on freeways and expressways, road users should be warned about potential disabled vehicles that cannot get off the traveled way. An initial general warning sign, such as ROAD WORK AHEAD (W20-1), should be used, followed by a RIGHT or LEFT SHOULDER CLOSED (W21-5a) sign. Where the downstream end of the shoulder closure extends beyond the distance that can be perceived by road users, a supplementary plaque bearing the message NEXT XX FEET (W16-4P) or MILES (W7-3aP) should be placed below the SHOULDER CLOSED (W21-5a) sign. On multi-lane, divided highways, signs advising of shoulder work or the condition of the shoulder should be placed only on the side of the affected shoulder.*

04 *When an improved shoulder is closed on a high-speed roadway, it should be treated as a closure of a portion of the road system because road users expect to be able to use it in emergencies. Road users should be given ample advance warning that shoulders are closed for use as refuge areas throughout a specified length of the approaching TTC zone. The sign(s) should read SHOULDER CLOSED (W21-5a) with distances indicated. The work space on the shoulder should be closed off by a taper or channelizing devices with a length of ⅓ L using the formulas in Tables 6B-3 and 6B-4.*

05 *When the shoulder is not occupied but work has adversely affected its condition, the LOW SHOULDER (W8-9) or SOFT SHOULDER (W8-4) sign should be used, as appropriate.*

06 *Where the condition extends over a distance in excess of 1 mile, the sign should be repeated at 1-mile intervals.*

Option:

07 In addition, a supplementary plaque bearing the message NEXT XX MILES (W7-3aP) may be used.

Support:

08 Temporary traffic barriers might be needed to inhibit encroachment of errant vehicles into the work space and to protect workers.

Standard:

09 **When used for shoulder work, arrow boards shall operate only in the caution mode.**

Support:

10 A typical application for stationary work operations on shoulders is shown in Figure 6P-3. A typical application for short-duration or mobile work on shoulders is shown in Figure 6P-4. A typical application for work on freeway shoulders is shown in Figure 6P-5.

Section 6N.07 Work on the Shoulder with Minor Encroachment

Support:

01 Chapter 6C and Sections 6M.04 and 6N.04 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

Guidance:

02 *When work takes up part of a lane, vehicular traffic volumes, vehicle mix (buses, trucks, cars, and bicycles), speed, and capacity should be analyzed to determine whether the affected lane should be closed. Unless the lane encroachment permits a remaining lane width of 10 feet, the lane should be closed.*

03 *Truck off-tracking should be considered when determining whether the minimum lane width of 10 feet is adequate.*

Option:

04 A lane width of 9 feet may be used for short-term stationary work on low-volume, low-speed roadways when vehicular traffic does not include longer and wider heavy commercial vehicles.

Support:

05 Figure 6P-6 illustrates a method for handling vehicular traffic where the stationary or short-duration work space encroaches slightly into the traveled way.

Section 6N.08 Work within the Median

Support:

01 Chapter 6C and Sections 6M.04 and 6N.04 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

Guidance:

02 *If work in the median of a divided highway is within 15 feet from the edge of the traveled way for either direction of travel, TTC should be used through the use of advance warning signs and channelizing devices.*

Section 6N.09 Work within the Traveled Way of a Two-Lane Highway

Support:

01 Chapter 6C and Sections 6M.04 and 6N.04 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

02 Detour signs are used to direct road users onto another roadway. At diversions, road users are directed onto a temporary roadway or alignment placed within or adjacent to the right-of-way. Typical applications for detouring or diverting road users on two-lane highways are shown in Figures 6P-7, 6P-8, and 6P-9. Figure 6P-7 illustrates the controls around an area where a section of roadway has been closed and a diversion has been constructed. Channelizing devices and pavement markings are used to indicate the transition to the temporary roadway.

Guidance:

03 *When a detour is long, Detour (M4-8, M4-9) signs should be installed to remind and reassure road users periodically that they are still successfully following the detour.*

04 *When an entire roadway is closed, as illustrated in Figure 6P-8, a detour should be provided and road users should be warned in advance of the closure, which in this example is a closure 10 miles from the intersection. If local road users are allowed to use the roadway up to the closure, the ROAD CLOSED AHEAD, LOCAL TRAFFIC ONLY (R11-3a) sign should be used. The portion of the road open to local road users should have adequate signing, marking, and delineation.*

05 *Detours should be signed so that road users will be able to traverse the entire detour route and back to the original roadway as shown in Figure 6P-9.*

Support:

06 Techniques for controlling vehicular traffic under one-lane, two-way conditions are described in Section 6E.01.

Option:

07 Flaggers may be used as shown in Figure 6P-10.

08 STOP/YIELD sign control may be used on roads with low traffic volumes as shown in Figure 6P-11.

09 A temporary traffic control signal may be used as shown in Figure 6P-12.

Section 6N.10 Work within the Traveled Way of an Urban Street

Support:

01 Chapter 6C and Sections 6M.04 and 6N.04 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

02 In urban TTC zones, decisions are needed on how to control vehicular traffic, such as how many lanes are required, whether any turns need to be prohibited at intersections, and how to maintain access to business, industrial, and residential areas.

03 Pedestrian traffic needs separate attention. Chapter 6C contains information regarding pedestrian movements near TTC zones.

Standard:

04 **If the TTC zone affects the movement of bicyclists, adequate access to the roadway or shared-use paths shall be provided (see Part 9).**

05 **Where transit stops are affected or relocated because of work activity, both pedestrian and vehicular access to the affected or relocated transit stops shall be provided.**

Guidance:

06 *If a designated bicycle route is closed because of the work being done, a signed alternate route should be provided. Bicyclists should not be directed onto the path used by pedestrians.*

07 *Worksites within the intersection should be protected against inadvertent pedestrian incursion by providing detectable channelizing devices.*

Support:

08 Utility work takes place both within and outside the roadway to construct and maintain services such as power, gas, light, water, or telecommunications. Operations often involve intersections, since that is where many of the network junctions occur. The work force is usually small, only a few vehicles are involved, and the number and types of TTC devices placed in the TTC zone is usually minimal.

Guidance:

09 *As discussed under short-duration projects, however, the reduced number of devices in utility TTC zones should be offset by the use of high-visibility devices, such as high-intensity rotating, flashing, oscillating, or strobe lights on work vehicles or high-level warning devices.*

Support:

10 Figures 6P-6, 6P-10, 6P-15, 6P-18, 6P-21, 6P-22, 6P-23, 6P-26, and 6P-33 are examples of typical applications for utility operations. Other typical applications might apply as well.

Section 6N.11 Work within the Traveled Way of a Multi-Lane, Non-Access Controlled Highway

Support:

01 Chapter 6C and Sections 6M.04 and 6N.04 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

02 Work on multi-lane (two or more lanes of moving motor vehicle traffic in one direction) highways is divided into right-lane closures, left-lane closures, interior-lane closures, multiple-lane closures, and closures on five-lane roadways.

Standard:

03 **When a lane is closed on a multi-lane road for other than a mobile operation, a transition area containing a merging taper shall be used.**

Guidance:

04 *When justified by an engineering study, temporary traffic barriers (see Section 6K.09) should be used to prevent incursions of errant vehicles into hazardous areas or work space.*

Support:

05 Figure 6P-34 illustrates a lane closure in which temporary traffic barriers are used.

Option:

06 When the right-hand lane is closed, TTC similar to that shown in Figure 6P-33 may be used for undivided or divided four-lane roads.

Guidance:

07 *If morning and evening peak hour vehicular traffic volumes in the two directions are uneven and the greater volume is on the side where the work is being done in the right-hand lane, consideration should be given to closing the inside lane for opposing vehicular traffic and making the lane available to the side with heavier vehicular traffic, as shown in Figure 6P-31.*

08 *If the larger vehicular traffic volume changes to the opposite direction at a different time of the day, the TTC should be changed to allow two lanes for opposing vehicular traffic by moving the devices from the opposing lane to the center line. When it is necessary to create a temporary center line that is not consistent with the pavement markings, channelizing devices should be used and closely spaced.*

Option:

09 When closing a left-hand lane on a multi-lane undivided road, as vehicular traffic flow permits, the two interior lanes may be closed, as shown in Figure 6P-30, to provide drivers and workers additional lateral clearance and to provide access to the work space.

Standard:

10 **When only the left-hand lane is closed on undivided roads, channelizing devices shall be placed along the center line as well as along the adjacent lane.**

Guidance:

11 *When an interior lane is closed, an adjacent lane should also be considered for closure to provide additional space for vehicles and materials and to facilitate the movement of equipment within the work space.*

12 *When multiple lanes in one direction are closed, a capacity analysis should be made to determine the number of lanes needed to accommodate motor vehicle traffic needs. Vehicular traffic should be moved over one lane at a time. As shown in Figure 6P-37, the tapers should be separated by a distance of 2L, with L being determined by the formulas in Tables 6B-3 and 6B-4.*

Option:

13 If operating speeds are 40 mph or less and the space approaching the work area does not permit moving traffic over one lane at a time, a single continuous taper may be used.

Standard:

14 **When a directional roadway is closed, inapplicable WRONG WAY signs and markings, and other existing traffic control devices at intersections within the temporary two-lane, two-way operations section shall be covered, removed, or obliterated.**

Option:

15 When half the road is closed on an undivided highway, both directions of vehicular traffic may be accommodated as shown in Figure 6P-32. When both interior lanes are closed, temporary traffic controls may be used as provided in Figure 6P-30. When a roadway must be closed on a divided highway, a median crossover may be used (see Section 6N.15).

Support:

16 TTC for lane closures on five-lane roads is similar to other multi-lane undivided roads. Figure 6P-32 can be adapted for use on five-lane roads. Figure 6P-35 can be used on a five-lane road for short-duration and mobile operations.

Section 6N.12 Work within the Traveled Way at an Intersection

Support:

01 Chapter 6C and Sections 6M.04 and 6N.04 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

02 The typical applications for intersections are classified according to the location of the work space with respect to the intersection area (as defined by the extension of the curb or edge lines). The three classifications are near side, far side, and in-the-intersection. Work spaces often extend into more than one portion of the intersection. For example, work in one quadrant often creates a near-side work space on one street and a far-side work space on the cross street. In such instances, an appropriate TTC plan is obtained by combining features shown in two or more of the intersection and pedestrian typical applications.

03 TTC zones in the vicinity of intersections might block movements and interfere with normal road user flows. Such conflicts frequently occur at more complex signalized intersections having such features as traffic signal heads over particular lanes, lanes allocated to specific movements, multiple signal phases, signal detectors for actuated control, and accessible pedestrian signals and detectors.

Guidance:

04 *The effect of the work upon signal operation should be considered, and temporary corrective actions should be taken, if necessary, such as revising signal phasing and/or timing to provide adequate capacity, maintaining or adjusting signal detectors, and relocating signal heads to provide adequate visibility as described in Part 4.*

Standard:

05 **When work will occur near an intersection where operational, capacity, or pedestrian accessibility problems are anticipated, the highway agency having jurisdiction shall be contacted.**

Guidance:

06 *For work at an intersection, advance warning signs, devices, and markings should be used on all cross streets, as appropriate. The typical applications depict urban intersections on arterial streets. Where the posted speed limit, the off-peak 85th-percentile speed prior to the work starting, or the anticipated speed exceeds 40 mph, additional warning signs should be used in the advance warning area.*

07 *Pedestrian crossings near TTC sites should be separated from the worksite by appropriate barriers that maintain the accessibility and detectability for pedestrians with disabilities.*

Support:

08 Near-side work spaces, as depicted in Figure 6P-21, are simply handled as a midblock lane closure. A problem that might occur with near-side lane closure is a reduction in capacity, which during certain hours of operation could result in congestion and back-ups.

Option:

09 When near-side work spaces are used, a mandatory turn lane may be used for through vehicular traffic.

10 Where space is restricted in advance of near-side work spaces, as with short block spacings, two warning signs may be used in the advance warning area, and a third action-type warning or a regulatory sign (such as Keep Left) may be placed within the transition area.

Support:

11 Far-side work spaces, as depicted in Figures 6P-22 through 6P-25, involve additional treatment because road users typically enter the activity area by straight-through and left-turn or right-turn movements.

Guidance:

12 *When a lane through an intersection must be closed on the far side, it should also be closed on the near-side approach to preclude merging movements within the intersection.*

Option:

13 If there are a significant number of vehicles turning from a near-side lane that is closed on the far side, the near-side lane may be converted to a mandatory turn lane.

Support:

14 Figures 6P-26 and 6P-27 provide guidance on applicable procedures for work performed within the intersection.

Option:

15 If the work is within the intersection, any of the following strategies may be used:

A. A small work space so that road users can move around it, as shown in Figure 6P-26;
B. Flaggers or uniformed law enforcement officers to direct road users, as shown in Figure 6P-27;
C. Work in stages so the work space is kept to a minimum; and
D. Road closures or upstream diversions to reduce road user volumes.

Guidance:

16 *Depending on road user conditions, a flagger(s) and/or a uniformed law enforcement officer(s) should be used to control road users.*

Support:

17 Figures 6P-52 through 6P-54 provide guidance on applicable procedures for work performed within a circular intersection.

Section 6N.13 Work within the Traveled Way of a Freeway or Expressway

Support:

01 Special conditions encountered where vehicular traffic must be moved through or around TTC zones on high-speed, high-volume roadways can pose challenges to the TTC. Although the general principles outlined in other Sections of this Manual are applicable to all types of highways, high-speed, access-controlled highways need special planning and attention in order to accommodate vehicular traffic while also protecting road users and workers. The traffic volumes, vehicle mix (buses, trucks, cars, and bicycles, if permitted), and speed of vehicles on these facilities require that careful TTC procedures be implemented, for example, to induce critical merging maneuvers well in advance of work spaces and in a manner that creates minimum turbulence and delay in the vehicular traffic stream.

02 When the roadway capacity is reduced as a result of lane closures, the demand might exceed the available capacity and result in either a lengthy stopped or slow moving queue of vehicles that might extend past the normal signs used in the typical advance warning area.

Guidance:

03 *An assessment of the expected queue length should be a part of the TTC plan design process and adjustments to the sign spacing and number of signs as well as the possibility of using more conspicuous devices should be considered to increase the distance and conspicuity of the advance warning area.*

03A *Potential queueing should be considered and if queueing is anticipated, appropriate mitigation measures should be incorporated into the TTC plan.*

Support:

04 One strategy often employed to mitigate the extended queue issue is to work during off peak hours or at night. When the work is limited to night hours, increased use of warning lights, illumination of work spaces, and intelligent advance warning systems might be necessary.

05 TTC for a typical lane closure where a queue is not anticipated to accumulate on a divided highway is shown in Figures 6P-33 and 6P-34. Temporary traffic controls for short-duration and mobile operations on freeways are shown in Figure 6P-35. A typical application for shifting vehicular traffic lanes around a work space is shown in Figure 6P-36. TTC for multiple and interior lane closures on a freeway is shown in Figures 6P-37 and 6P-38.

Guidance:

06 *The method for closing an interior lane when the open lanes have the capacity to carry vehicular traffic should be as shown in Figure 6P-37. When the capacity of the other lanes is needed, the method shown in Figure 6P-38 should be used.*

Support:

07 For any work on the Indiana interstate highways involving lane or shoulder closures and other restrictions, see the INDOT Interstate Highways Congestion Policy for procedures and information.

Section 6N.14 Two-Lane, Two-Way Traffic on One Roadway of a Normally-Divided Highway

Support:

01 Two-lane, two-way operation on one roadway of a normally-divided highway is a typical procedure that requires special consideration in the planning, design, and work phases, because unique operational problems (for example, increasing the risk of head-on crashes) can arise with the two-lane, two-way operation.

Standard:

02 **When two-lane, two-way traffic control must be maintained on one roadway of a normally-divided highway, opposing vehicular traffic shall be separated with either temporary traffic barriers (concrete safety-shape or approved alternate), channelizing devices, Narrow Two-Way Traffic (W6-4) signs on flexible supports (see Section 6H.17), or a temporary raised island throughout the length of the two-way operation. The use of markings and complementary signing, by themselves, shall not be used.**

Support:

03 Figure 6P-39 shows the procedure for two-lane, two-way operation. Treatments for entrance and exit ramps within the two-way roadway segment of this type of work are shown in Figures 6P-40 and 6P-41.

Section 6N.15 Crossovers

Guidance:

01 *The following are considered good guiding principles for the design of crossovers:*

- *A. Tapers for lane drops should be separated from the crossovers, as shown in Figure 6P-39.*
- *B. Crossovers should be designed for speeds no lower than 10 mph below the posted speed, the off-peak 85th-percentile speed prior to the work starting, or the anticipated operating speed of the roadway, unless unusual site conditions require that a lower design speed be used.*
- *C. A good array of channelizing devices, delineators, and full-length, properly placed pavement markings should be used to provide drivers with a clearly defined travel path.*
- *D. The design of the crossover should accommodate all vehicular traffic, including trucks and buses.*

Support:

02 Temporary traffic barriers and the excessive use of TTC devices cannot compensate for poor geometric and roadway cross-section design of crossovers.

Section 6N.16 Interchanges

Guidance:

01 *Access to interchange ramps on limited-access highways should be maintained even if the work space is in the lane adjacent to the ramps. Access to exit ramps should be clearly marked and delineated with channelizing devices. For long-term projects, conflicting pavement markings should be removed and new ones placed. Early coordination with officials having jurisdiction over the affected cross streets and providing emergency services should occur before ramp closings.*

Option:

02 If access is not possible, ramps may be closed by using signs and Type 3 Barricades. As the work space changes, the access area may be changed, as shown in Figure 6P-42. A TTC zone in the exit ramp may be handled as shown in Figure 6P-43.

03 When a work space interferes with an entrance ramp, a lane may need to be closed on the freeway (see Figure 6P-44). A TTC zone in the entrance ramp may require shifting ramp vehicular traffic (see Figure 6P-44).

Section 6N.17 Work in the Vicinity of a Grade Crossing

Standard:

01 **When grade crossings exist either within or in the vicinity of a TTC zone, lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.**

Support:

02 Figure 6P-46 shows work in the vicinity of a grade crossing.

03 Section 8A.13 contains additional information regarding TTC zones in the vicinity of grade crossings.

Guidance:

04 *Early coordination with the railroad company or transit agency should occur before work starts.*

Section 6N.18 Work during Nighttime Hours

Support:

01 Section 6A.05 contains additional information regarding considerations for conducting work operations during nighttime hours.

Guidance:

02 *Considering the safety issues inherent to night work, consideration should be given to enhancing traffic controls (see Section 6N.03) to provide added visibility and driver guidance, and increased protection for workers.*

03 *In addition to the enhancements listed in Section 6N.03, consideration should be given to providing additional lights and retroreflective markings to workers, work vehicles, and equipment.*

Option:

04 Where reduced traffic volumes at night make it feasible, the entire roadway may be closed by detouring traffic to alternate facilities, thus removing the traffic risk from the activity area.

Guidance:

05 *Consideration should be given to stationing uniformed law enforcement officers and lighted patrol cars at night work locations where there is a concern that high speeds or impaired drivers might result in undue risks for workers or other drivers.*

Standard:

06 **Except in emergencies, temporary lighting shall be provided at all flagger stations used during nighttime work.**

Support:

07 Desired illumination levels vary depending upon the nature of the task involved. An average horizontal luminance of 5 foot candles can be adequate for general activities. An average horizontal luminance of 10 foot candles can be adequate for activities around equipment. Tasks requiring high levels of precision and extreme care can require an average horizontal luminance of 20 foot candles.

Section 6N.19 Late Merge

Support:

01 The Late Merge is designed to use all available lanes until the merge point is reached at the lane closure taper rather than merging as soon as possible into the open lane. The Late Merge addresses many of the challenges that are associated with traffic operations in advance of lane closures at TTC zones such as queue length, capacity, and driver satisfaction.

Option:

02 Late Merge systems may consist of static or portable changeable message signs.

Guidance:

03 *Static Late Merge signing should consist of the STAY IN LANE TO MERGE POINT (R9-4a) sign and the MERGE HERE TAKE TURNS (W9-2a) sign (see Figure 6N-1).*

Option:

04 The following messages may be used on changeable message signs at an upstream location during the Late Merge application:

A. “STAY IN YOUR LANE/MERGE AHEAD”
B. “STAY IN YOUR LANE/MERGE AHEAD XX MILES”
C. “USE BOTH LANES/TO MERGE POINT”
D. “USE BOTH LANES/STOPPED TRAFFIC AHEAD”
E. “SLOW TRAFFIC AHEAD/USE BOTH LANES”

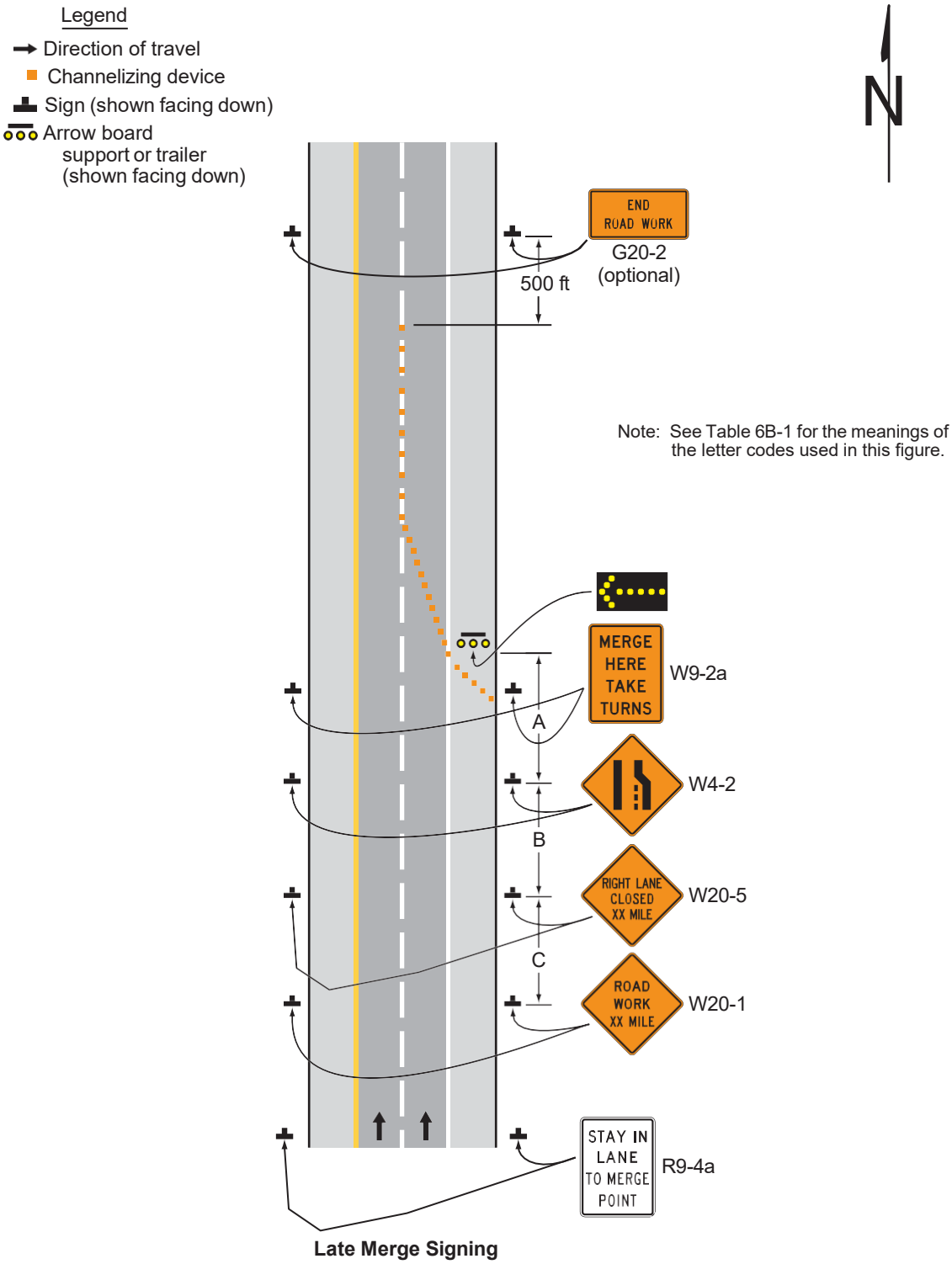
05 The following messages are typically used on changeable message signs at the merge point during the Late Merge application:

A. “TAKE YOUR TURN/MERGE HERE”
B. “MERGE HERE/TAKE TURNS”

Support:

06 A dynamic late lane merge system that can alternate between a late and early merge based on traffic conditions may improve freeway operations.

Figure 6N-1. Late Merge



Late Merge Signing

CHAPTER 6O. CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS

Section 6O.01 General

Support:

01 The National Incident Management System (NIMS) requires the use of the Incident Command System (ICS) at traffic incident management scenes.

02 A traffic incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic.

03 A traffic incident management area is an area of a highway where temporary traffic controls are installed, as authorized by a public authority or the official having jurisdiction of the roadway, in response to a road user incident, natural disaster, hazardous material spill, or other unplanned incident. It is a type of TTC zone and extends from the first warning device (such as a sign, light, or cone) to the last TTC device or to a point where vehicles return to the original lane alignment and are clear of the incident.

04 Traffic incidents can be divided into three general classes of duration, each of which has unique traffic control characteristics and needs. These classes are:

A. Major—expected duration of more than 2 hours,
B. Intermediate—expected duration of 30 minutes to 2 hours, and
C. Minor—expected duration under 30 minutes.

05 The primary functions of TTC at a traffic incident management area are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a well-defined path to guide road users through the incident area will serve to protect the incident responders and those involved in working at the incident scene and will aid in moving road users expeditiously past or around the traffic incident, will reduce the likelihood of secondary traffic crashes, and will preclude unnecessary use of the surrounding local road system. Examples include a stalled vehicle blocking a lane, a traffic crash blocking the traveled way, a hazardous material spill along a highway, and natural disasters such as floods and severe storm damage.

Guidance:

06 *In order to reduce response time for traffic incidents, highway agencies, appropriate public safety agencies (law enforcement, fire and rescue, emergency communications, emergency medical, and other emergency management), and private sector responders (towing and recovery and hazardous materials contractors) should mutually plan for occurrences of traffic incidents along the major and heavily traveled highway and street system.*

07 *On-scene responder organizations should train their personnel in TTC practices for accomplishing their tasks in and near traffic and in the requirements for traffic incident management contained in this Manual. On-scene responders should take measures to move the incident off the traveled roadway or to provide for appropriate warning. All on-scene responders and news media personnel should constantly be aware of their visibility to oncoming traffic and wear high-visibility apparel. Planning and training should include incorporation of estimated time durations to clear the event as part of their initial incident estimate. When events are deemed as probable Major Traffic Incidents that could generate prolonged lane or road closures, notification of all affected agencies should be initiated as part of the initial incident report that is provided to the emergency communications center who would then be responsible for making notifications to appropriate state, regional, and local agencies and resources for the purpose of ramping up and responding as quickly as possible thus facilitating a more rapid transition from emergency TTC to an MUTCD-compliant TTC zone when warranted.*

08 *Emergency vehicles arriving at an incident should be positioned in a manner that attempts to protect both the responders performing their duties and road users traveling through the incident scene, while minimizing, to the extent practical, disruption of the adjacent traffic flow. Emergency vehicle positions should optimize traffic flow through the incident scene. All emergency vehicles that subsequently arrive should be positioned in a manner that does not interfere with the established temporary traffic flow.*

09 *Responders arriving at a traffic incident should estimate the magnitude of the traffic incident, the expected time duration of the traffic incident, and the expected vehicle queue length, and then should set up the appropriate temporary traffic controls for these estimates.*

09A Training for on-scene responder organization in TTC practices including Traffic Incident Management (TIM) Responder Training may improve emergency response times and help personnel accomplish incident management task.

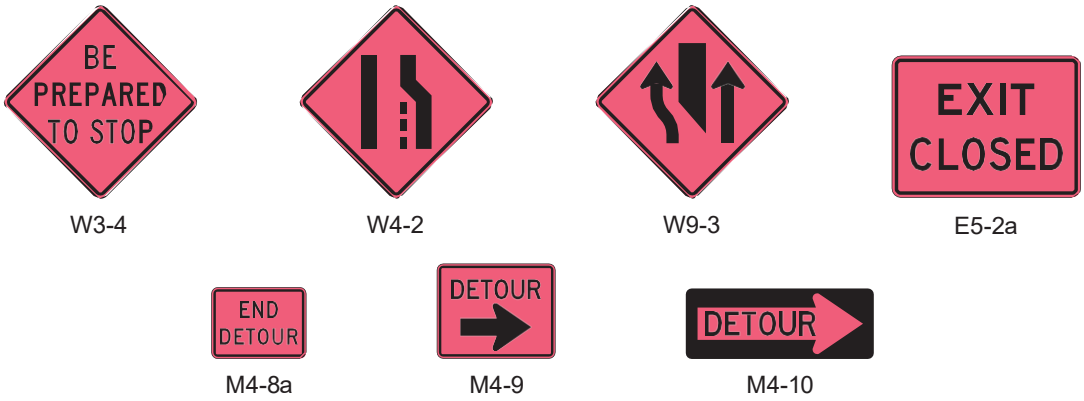
Option:

10 Warning and guide signs used for TTC traffic incident management situations may have a black legend and border on a fluorescent pink background (see Figure 6O-1).

Support:

11 While some traffic incidents might be anticipated and planned for, emergencies and disasters might pose more severe and unpredictable problems. The ability to quickly install proper temporary traffic controls might greatly reduce the effects of an incident, such as secondary crashes or excessive traffic delays. An essential part of fire, rescue, spill clean-up, highway agency, and enforcement activities is the proper control of road users through the

Figure 6O-1. Examples of Traffic Incident Management Area Signs



traffic incident management area in order to protect responders, victims, and other personnel at the site. These operations might need corroborating legislative authority for the implementation and enforcement of appropriate road user regulations, parking controls, and speed zoning. It is desirable for these statutes to provide sufficient flexibility in the authority for, and implementation of, TTC to respond to the needs of changing conditions found in traffic incident management areas.

Option:

12 For traffic incidents, particularly those of an emergency nature, TTC devices on hand may be used for the initial response as long as they do not themselves create unnecessary additional hazards.

Support:

13 The establishment, maintenance, and prompt removal of lane diversions can be effectively managed by interagency planning that includes representatives of highway and public safety agencies.

Guidance:

14 *All traffic control devices needed to set up the TTC at a traffic incident should be available so that they can be readily deployed for all major traffic incidents. The TTC should include the proper traffic diversions, tapered lane closures, and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative route.*

15 *Attention should be paid to the upstream end of the traffic queue such that warning is given to road users approaching the back of the queue.*

16 *If manual traffic control is needed, it should be provided by qualified flaggers or uniformed law enforcement officers.*

Option:

17 If flaggers are used to provide traffic control for an incident management situation, the flaggers may use appropriate traffic control devices that are readily available or that can be brought to the traffic incident scene on short notice.

Guidance:

18 *When light sticks or flares are used to establish the initial traffic control at incident scenes, channelizing devices (see Section 6K.01) should be installed as soon thereafter as practical.*

Option:

19 The light sticks or flares may remain in place if they are being used to supplement the channelizing devices.

Guidance:

20 *The light sticks, flares, and channelizing devices should be removed after the incident is terminated.*

Section 6O.02 Major Traffic Incidents

Support:

01 Major traffic incidents are typically traffic incidents involving hazardous materials, fatal traffic crashes involving numerous vehicles, and other natural or man-made disasters. These traffic incidents typically involve closing all or part of a roadway facility for a period exceeding 2 hours.

Guidance:

02 *If the traffic incident is anticipated to last more than 24 hours, applicable procedures and devices set forth in other Chapters of Part 6 should be used.*

Support:

03 A road closure can be caused by a traffic incident such as a road user crash that blocks the traveled way. Road users are usually diverted through lane shifts or detoured around the traffic incident and back to the original roadway. A combination of traffic engineering and enforcement preparations is needed to determine the detour route, and to install, maintain, or operate, and then to remove the necessary traffic control devices when the detour is terminated. Large trucks are a significant concern in such a detour, especially when detouring them from a controlled-access roadway onto local or arterial streets.

04 During traffic incidents, large trucks might need to follow a route separate from that of automobiles because of bridge, weight, clearance, or geometric restrictions. Also, vehicles carrying hazardous material might need to follow a different route from other vehicles.

05 Some traffic incidents such as hazardous material spills might require closure of an entire highway. Through road users must have adequate guidance around the traffic incident. Maintaining good public relations is desirable. The cooperation of the news media in publicizing the existence of, and reasons for, traffic incident management areas and their TTC can be of great assistance in keeping road users and the general public well informed.

Section 6O.03 Intermediate Traffic Incidents

Support:

01 Intermediate traffic incidents typically affect travel lanes for a time period of 30 minutes to 2 hours, and usually require traffic control on the scene to divert road users past the blockage. Full roadway closures might be needed for short periods during traffic incident clearance to allow traffic incident responders to accomplish their tasks.

Section 6O.04 Minor Traffic Incidents

Support:

01 Minor traffic incidents are typically disabled vehicles and minor crashes that result in lane closures of less than 30 minutes. On-scene responders are typically law enforcement and towing companies, and occasionally highway agency service patrol vehicles.

02 Diversion of traffic into other lanes is often not needed or is needed only briefly. It is not generally possible or practical to set up a lane closure with traffic control devices for a minor traffic incident. Traffic control is the responsibility of on-scene responders.

Guidance:

03 *When a minor traffic incident blocks a travel lane, the vehicles involved in the incident should be moved from the blocked lane to the shoulder as quickly as possible.*

Section 6O.05 Use of Emergency-Vehicle Lighting

Support:

01 The use of emergency-vehicle lighting (such as high-intensity rotating, flashing, oscillating, or strobe lights) is essential, especially in the initial stages of a traffic incident, for the safety of emergency responders and persons involved in the traffic incident, as well as road users approaching the traffic incident. Emergency-vehicle lighting, however, provides warning only and provides no effective traffic control. The use of too many lights at an incident scene can be distracting and can create confusion for approaching road users, especially at night. Road users approaching the traffic incident from the opposite direction on a divided facility are often distracted by emergency-vehicle lighting and slow their vehicles to look at the traffic incident posing a hazard to themselves and others traveling in their direction.

02 The use of emergency-vehicle lighting can be reduced if good traffic control has been established at a traffic incident scene. This is especially true for major traffic incidents that might involve a number of emergency vehicles. If good traffic control is established through placement of advance warning signs and traffic control devices to divert or detour traffic, then public safety agencies can perform their tasks on scene with minimal emergency-vehicle lighting.

Guidance:

03 *Public safety agencies should examine their policies on the use of emergency-vehicle lighting, especially after a traffic incident scene is secured, with the intent of reducing the use of this lighting as much as possible while not endangering those at the scene. Special consideration should be given to reducing or extinguishing forward facing emergency-vehicle lighting, especially on divided roadways, to reduce distractions to oncoming road users.*

04 *Because the glare from floodlights or vehicle headlights can impair the nighttime vision of approaching road users, any floodlights or vehicle headlights that are not needed for illumination, or to provide notice to other road users of an incident response vehicle being in an unexpected location, should be turned off at night.*

CHAPTER 6P. TYPICAL APPLICATIONS

Section 6P.01 Typical Applications

Support:

01 Chapter 6N contains discussions of typical TTC activities. Section 6A.02 contains discussions on development of TTC plans for the various activities. This Chapter presents typical applications for a variety of situations commonly encountered. While not every situation is addressed, the information illustrated can generally be adapted to a broad range of conditions. In many instances, an appropriate TTC plan is achieved by combining features from various typical applications. For example, work at an intersection might present a near-side TTC zone for one street and a far-side TTC zone for the other street. These treatments are found in two different typical applications, while a third typical application shows how to handle pedestrian crosswalk closures.

02 In general, the procedures illustrated represent minimum solutions for the situations depicted. Except for the notes (which are clearly classified using headings as being Standard, Guidance, Option, or Support), the information presented in the typical applications can generally be regarded as Guidance.

Option:

03 TTC plans may deviate from the typical applications described in this Chapter to allow for conditions and requirements of a particular site or jurisdiction.

04 Other devices may be added to supplement the devices and device spacing may be adjusted to provide additional reaction time or delineation. Fewer devices may be used based on field conditions.

Support:

05 Figures and tables found throughout Part 6 provide information for the development of TTC plans.

06 Table 6P-1 is an index of the 54 typical applications. In the printed version, the typical applications are shown on the right-hand page with notes on the facing page to the left. In the electronic version, the notes are shown on the page preceding the figure. The legend for the symbols used in the typical applications is provided in Table 6P-2. In many of the typical applications, sign spacings and other dimensions are indicated by letters using the criteria provided in Table 6B-1. The formulas for determining taper lengths are provided in Table 6B-4.

07 Most of the typical applications show TTC devices for only one direction.

Table 6P-1. Index to Typical Applications (Sheet 1 of 2)

Typical Application Description	Typical Application Number
Work Outside of the Shoulder (see Section 6N.05)	
Work Beyond the Shoulder	TA-1
Blasting Zone	TA-2
Work on the Shoulder (see Sections 6N.06 and 6N.07)	
Work on the Shoulders	TA-3
Short-Duration or Mobile Operation on a Shoulder	TA-4
Shoulder Closure on a Freeway	TA-5
Shoulder Work with Minor Encroachment	TA-6
Work within the Traveled Way of a Two-Lane Highway (see Section 6N.09)	
Road Closed with a Diversion	TA-7
Roads Closed with an Off-Site Detour	TA-8
Overlapping Routes with a Detour	TA-9
Lane Closure on a Two-Lane Road Using Flaggers	TA-10
Lane Closure on a Two-Lane Road with Low Traffic Volumes	TA-11
Lane Closure on a Two-Lane Road Using Traffic Control Signals	TA-12
Temporary Road Closure	TA-13
Haul Road Crossing	TA-14
Work in the Center of a Road with Low Traffic Volumes	TA-15
Surveying Along the Center Line of a Road with Low Traffic Volumes	TA-16
Mobile Operations on a Two-Lane Road	TA-17
Work within the Traveled Way of an Urban Street (see Section 6N.10)	
Lane Closure on a Minor Street	TA-18
Detour for One Travel Direction	TA-19
Detour for a Closed Street	TA-20
Work within the Traveled Way at an Intersection and on Sidewalks (see Section 6N.12)	
Lane Closure on the Near Side of an Intersection	TA-21
Right-Hand Lane Closure on the Far Side of an Intersection	TA-22
Left-Hand Lane Closure on the Far Side of an Intersection	TA-23
Half Road Closure on the Far Side of an Intersection	TA-24
Multiple Lane Closures at an Intersection	TA-25
Closure in the Center of an Intersection	TA-26
Closure at the Side of an Intersection	TA-27
Sidewalk Detour or Diversion	TA-28
Crosswalk Closures and Pedestrian Detours	TA-29
Work within the Traveled Way of a Multi-Lane, Non-Access Controlled Highway (see Section 6N.11)	
Interior Lane Closure on a Multi-Lane Street	TA-30
Lane Closure on a Street with Uneven Directional Volumes	TA-31
Half Road Closure on a Multi-Lane, High-Speed Highway	TA-32
Stationary Lane Closure on a Divided Highway	TA-33
Lane Closure with a Temporary Traffic Barrier	TA-34
Mobile Operation on a Multi-Lane Road	TA-35

Table 6P-1. Index to Typical Applications (Sheet 2 of 2)

Typical Application Description	Typical Application Number
Work within the Traveled Way of a Freeway or Expressway (see Section 6N.13)	
Lane Shift on a Freeway	TA-36
Double Lane Closure on a Freeway	TA-37
Interior Lane Closure on a Freeway	TA-38
Median Crossover on a Freeway	TA-39
Median Crossover for an Entrance Ramp	TA-40
Median Crossover for an Exit Ramp	TA-41
Work in the Vicinity of an Exit Ramp	TA-42
Partial Exit Ramp Closure	TA-43
Work in the Vicinity of an Entrance Ramp	TA-44
Temporary Reversible Lane Using Movable Barriers	TA-45
Work in the Vicinity of a Grade Crossing (see Section 6N.17)	
Work in the Vicinity of a Grade Crossing	TA-46
Work in the Vicinity of Bicycle Lanes and Shared Use Paths (see Section 6N.04)	
Bicycle Lane Closure without a Detour	TA-47
Bicycle Lane Closure with an On-Road Detour	TA-48
Shared-Use Path Closure with a Diversion	TA-49
On-Road Detour for a Shared-Use Path	TA-50
Paved Shoulder Closure with a Bicycle Diversion onto a Temporary Path	TA-51
Work in the Traveled Way of Roundabouts	
Short-Term or Short-Duration Work in a Circular Intersection	TA-52
Flagging Operation on a Single-Lane Circular Intersection	TA-53
Inside Lane Closure on a Multi-Lane Circular Intersection	TA-54

Table 6P-2. Meaning of Symbols on Typical Application Diagrams

Arrow board

Arrow board support or trailer (shown facing down)

Changeable message sign or support trailer

Channelizing device

Crash cushion

Direction of temporary traffic detour

Direction of travel

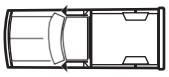
Flagger

High-level warning device (Flag tree)

Longitudinal channelizing device

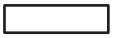
Luminaire

Pavement markings that should be removed for a long-term project


Shadow vehicle

Sign (shown facing left)

Surveyor


Temporary barrier

Temporary barrier with warning light

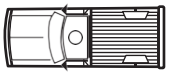
Traffic or pedestrian signal

Truck-mounted attenuator

Type 3 barricade

Warning light

Work space


Work vehicle

Notes for Figure 6P-1—Typical Application 1 Work Beyond the Shoulder

Guidance:

1. *If the work space is in the median of a divided highway, an advance warning sign should also be placed on the left-hand side of the directional roadway.*

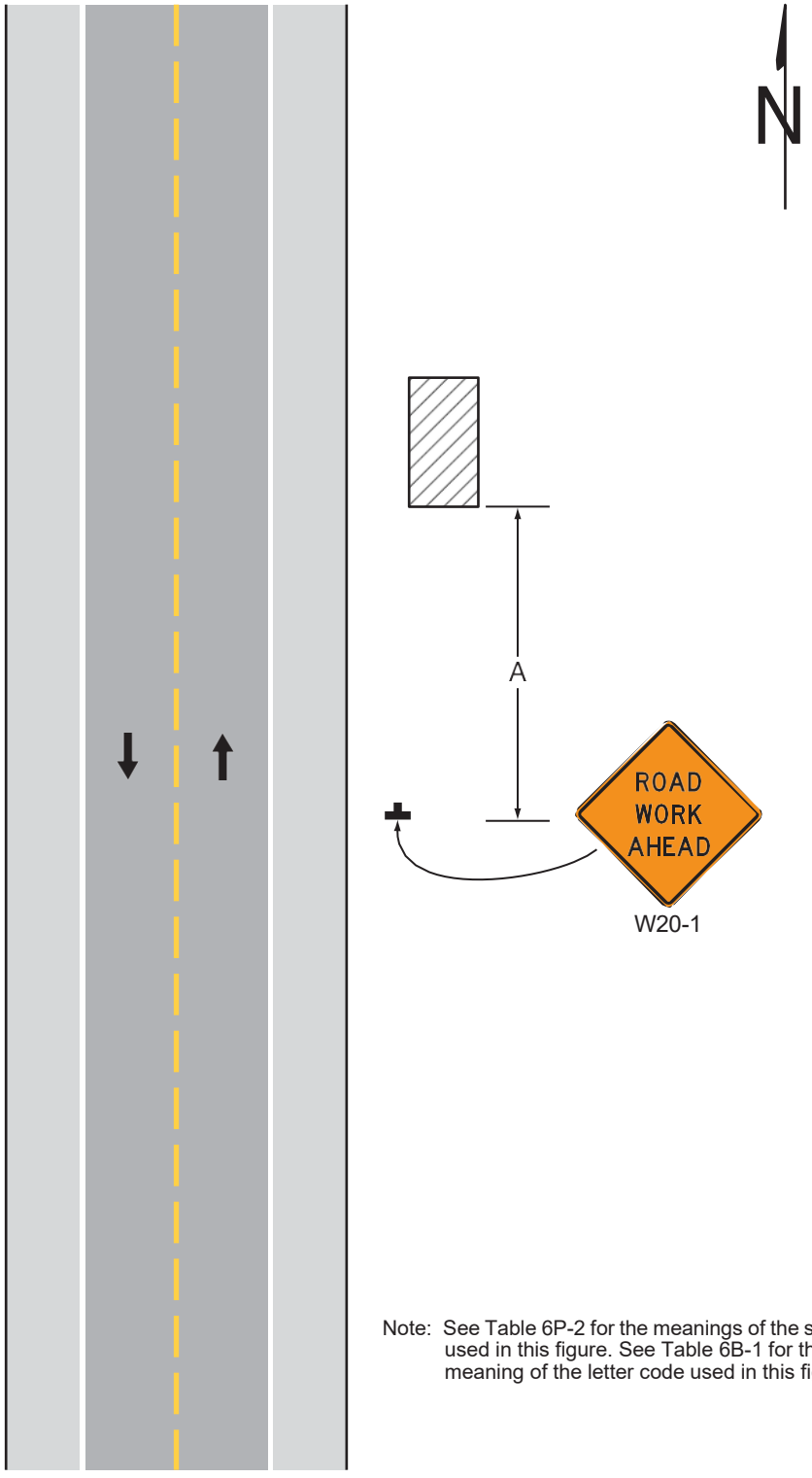
Option:

2. The ROAD WORK AHEAD sign may be replaced with other appropriate signs such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.
3. The ROAD WORK AHEAD sign may be omitted where the work space is behind a barrier, more than 24 inches behind the curb, or 15 feet or more from the edge of any roadway.
4. For short-term, short-duration or mobile operation, all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
5. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

6. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6P-1. Work Beyond the Shoulder (TA-1)



Note: See Table 6P-2 for the meanings of the symbols used in this figure. See Table 6B-1 for the meaning of the letter code used in this figure.

Typical Application 1

Notes for Figure 6P-2—Typical Application 2
Blasting Zone

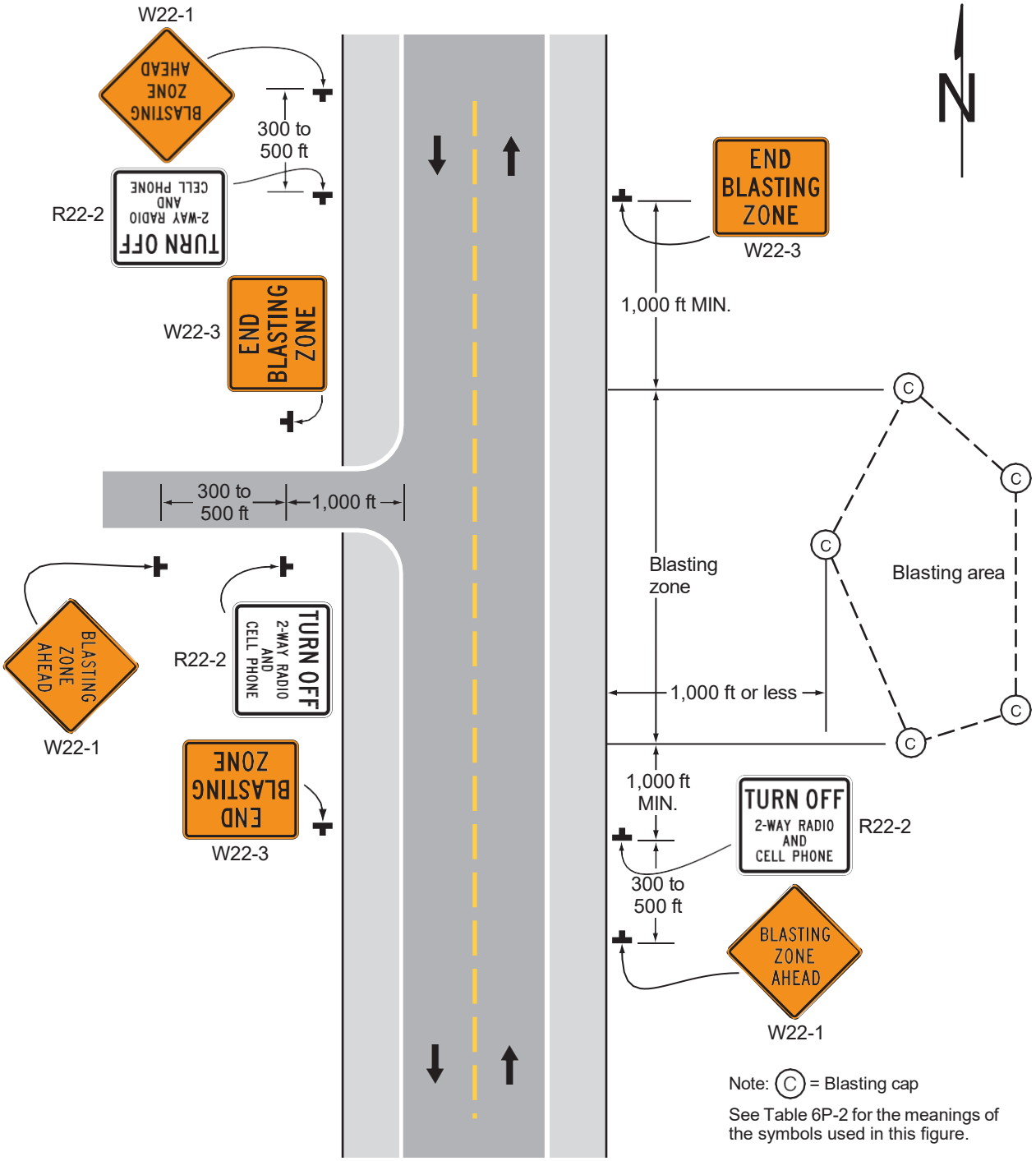
Standard:

1. **Whenever blasting caps are used within 1,000 feet of a roadway, the signing shown shall be used.**
2. **The signs shall be covered or removed when there are no explosives in the area or the area is otherwise secure.**
3. **Whenever a side road intersects the roadway between the BLASTING ZONE AHEAD sign and the END BLASTING ZONE sign, or a side road is within 1,000 feet of any blasting cap, similar signing, as on the mainline, shall be installed on the side road.**
4. **Prior to blasting, the blaster in charge shall determine whether road users in the blasting zone will be endangered by the blasting operation. If there is danger, road users shall not be permitted to pass through the blasting zone during blasting operations.**

Guidance:

5. *On a divided highway, the signs should be mounted on both sides of the directional roadways.*

Figure 6P-2. Blasting Zone (TA-2)



Typical Application 2

Notes for Figure 6P-3—Typical Application 3 Work on the Shoulders

Guidance:

1. *A SHOULDER WORK sign should be placed on the left-hand side of the roadway for a divided or one-way street only if the left-hand shoulder is affected.*

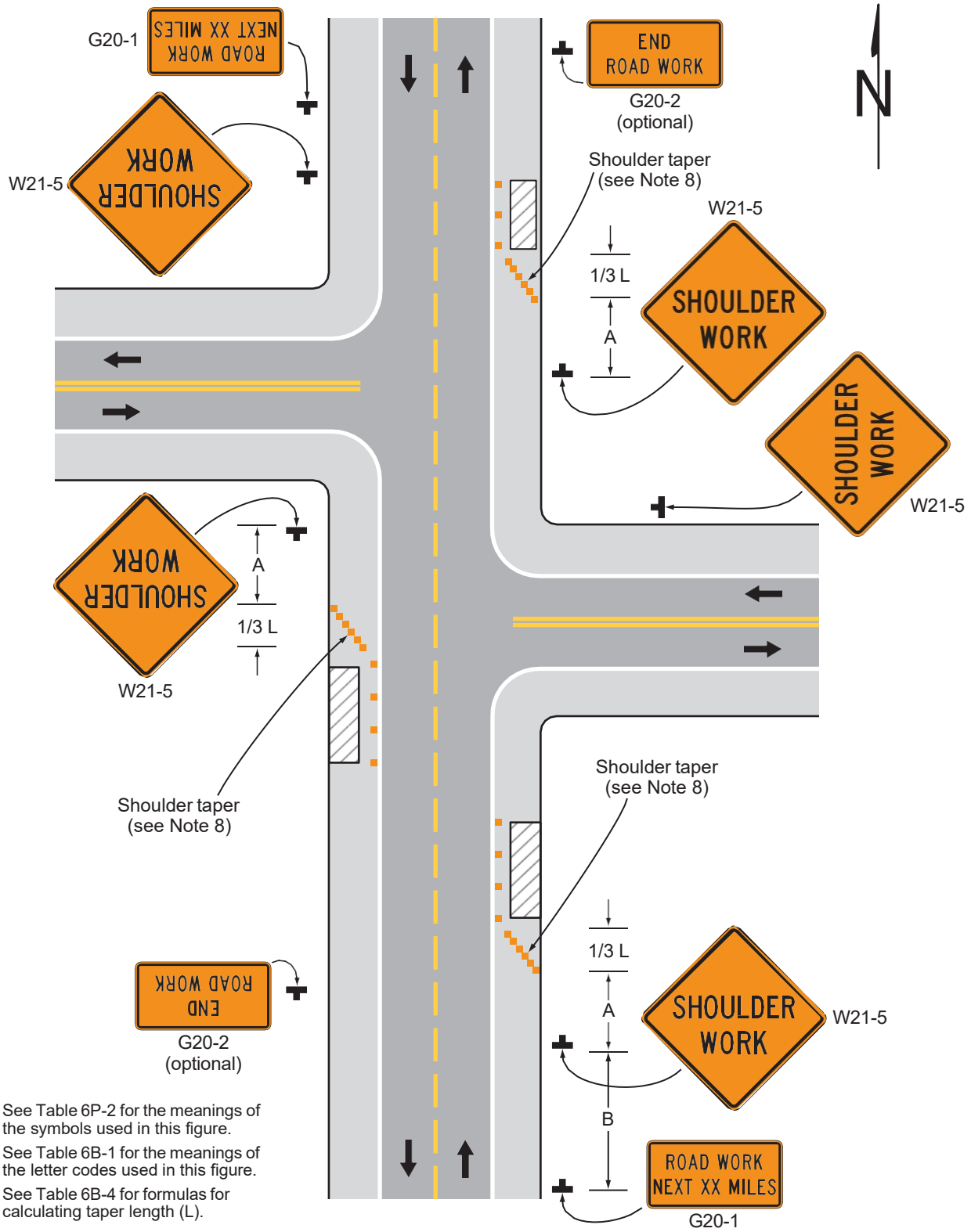
Option:

2. Positive protection devices may be used per Section 6M.02.
3. The Workers symbol signs may be used instead of SHOULDER WORK signs.
4. The SHOULDER WORK sign on an intersecting roadway may be omitted where drivers emerging from that roadway will encounter another advance warning sign prior to this activity area.
5. For short-duration operations of 60 minutes or less, all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
6. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

7. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**
8. **When paved shoulders having a width of 8 feet or more are closed, at least one advance warning sign shall be used. In addition, channelizing devices shall be used to close the shoulder in advance to delineate the beginning of the work space and to direct vehicular traffic to remain within the traveled way.**

Figure 6P-3. Work on the Shoulders (TA-3)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 3

Notes for Figure 6P-4—Typical Application 4
Short-Duration or Mobile Operation on a Shoulder

Guidance:

1. *In those situations where multiple work locations within a limited distance make it practicable to place stationary signs, the distance between the advance warning sign and the work should not exceed 5 miles.*
2. *In those situations where the distance between the advance signs and the work is 2 miles to 5 miles, a Supplemental Distance plaque should be used with the ROAD WORK AHEAD sign.*

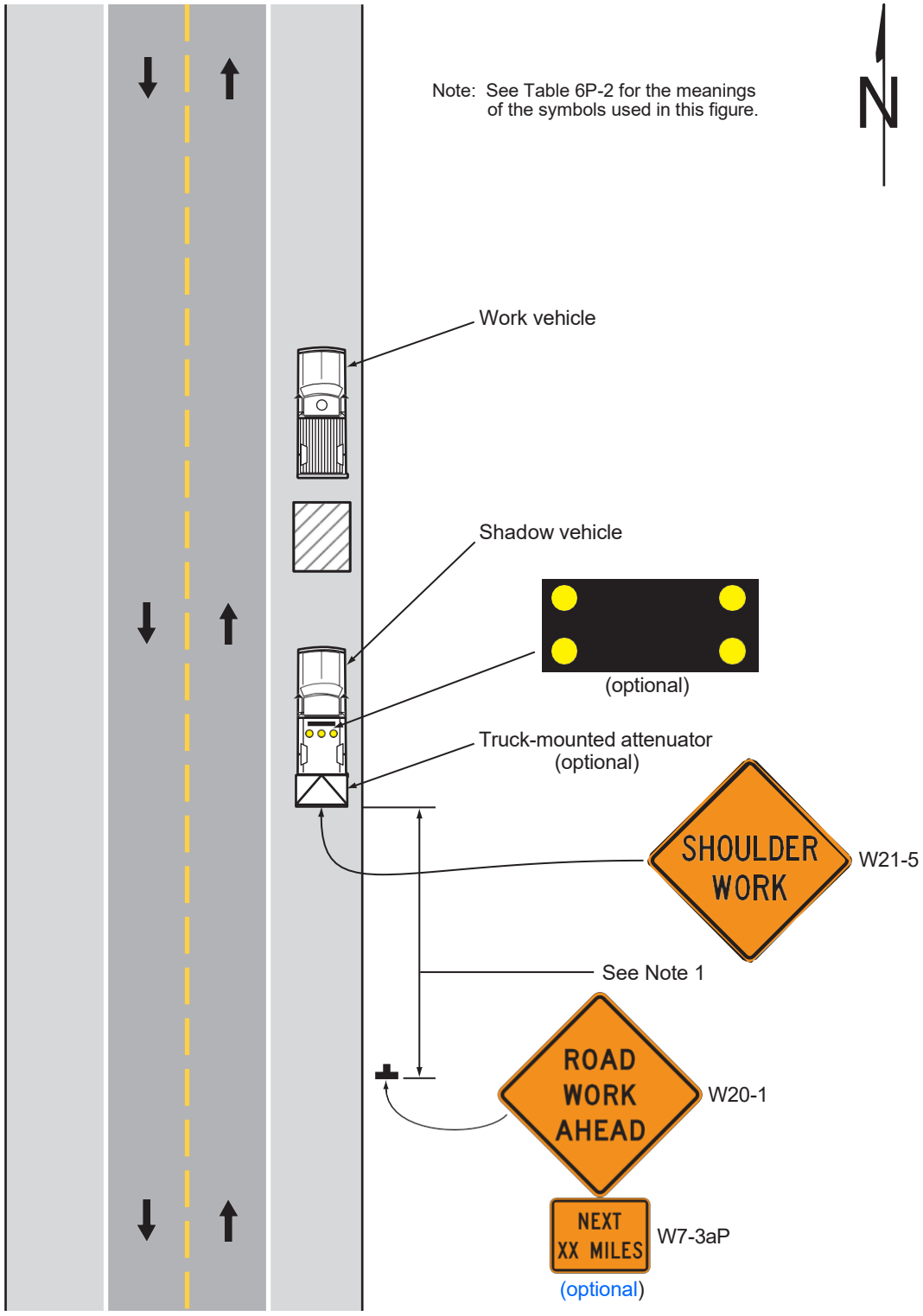
Option:

3. Additional positive protection devices may be used per Section 6M.02.
4. The ROAD WORK NEXT XX MILES sign may be used instead of the ROAD WORK AHEAD sign if the work locations occur over a distance of more than 2 miles.
5. Stationary warning signs may be omitted for short-duration or mobile operations if the work vehicle displays high-intensity rotating, flashing, oscillating, or strobe lights.
6. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

7. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**
8. **If an arrow board is used for an operation on the shoulder, the caution mode shall be used.**
9. **Vehicle-mounted signs shall be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs shall be covered or turned from view when work is not in progress.**

Figure 6P-4. Short-Duration or Mobile Operation on a Shoulder (TA-4)



Typical Application 4

Notes for Figure 6P-5—Typical Application 5
Shoulder Closure on a Freeway

Guidance:

1. *RIGHT (LEFT) SHOULDER CLOSED signs should be used on limited-access highways where there is no opportunity for disabled vehicles to pull off the roadway.*
2. *If drivers cannot see a pull-off area beyond the closed shoulder, information regarding the length of the shoulder closure should be provided in feet or miles, as appropriate.*
3. *The use of a temporary traffic barrier should be based on engineering judgment.*

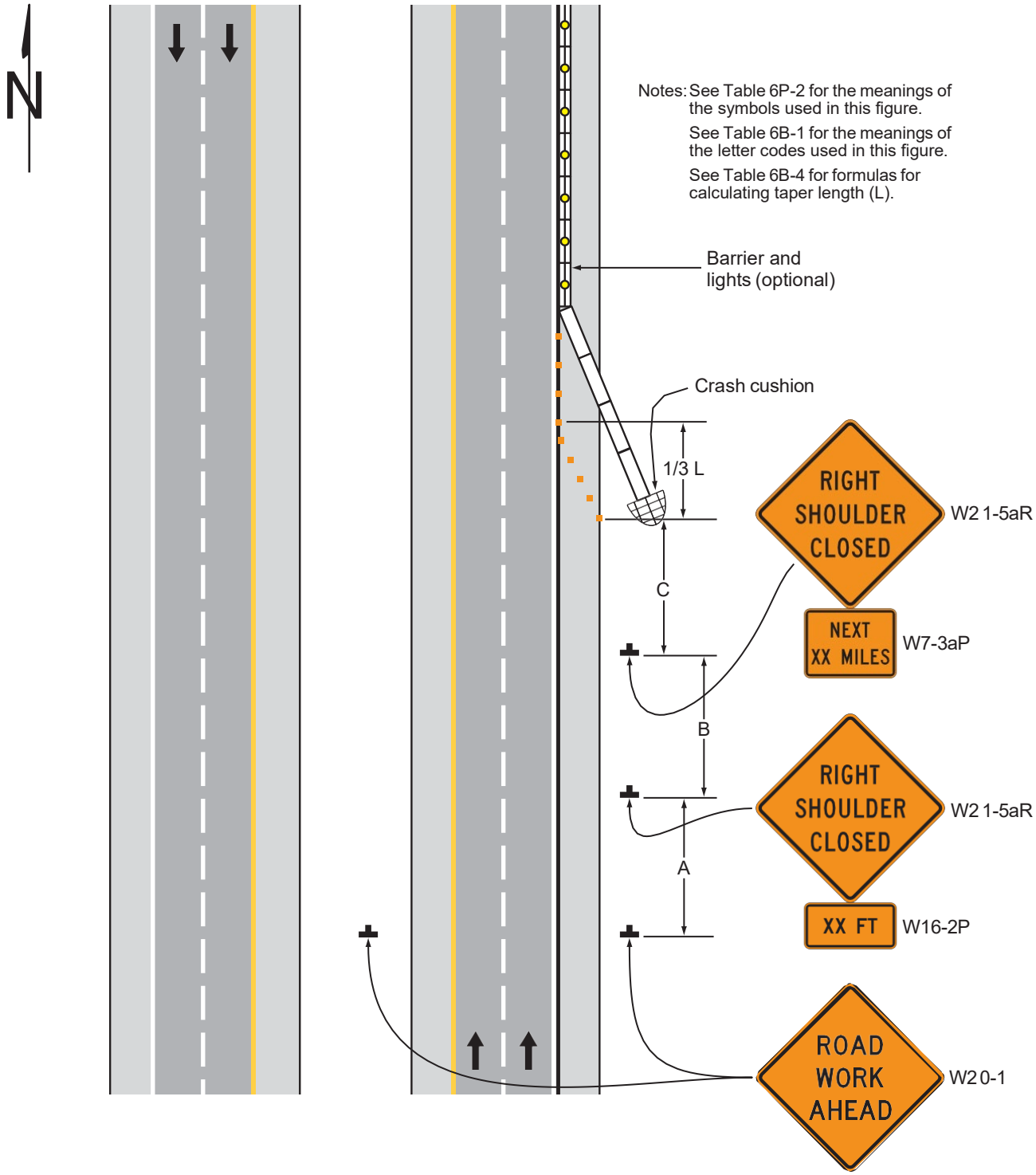
Standard:

4. Temporary traffic barriers, if used, shall comply with the provisions of Section 6M.02.

Option:

5. The barrier shown in this typical application is an example of one method that may be used to close a shoulder of a long-term project.
6. The warning lights shown on the barrier may be used.

Figure 6P-5. Shoulder Closure on a Freeway (TA-5)



Typical Application 5

Notes for Figure 6P-6—Typical Application 6 Shoulder Work with Minor Encroachment

Guidance:

1. *All lanes should be a minimum of 10 feet in width as measured to the near face of the channelizing devices.*
2. *The treatment shown should be used on a minor road having low speeds. For higher-speed traffic conditions, a lane closure should be used.*

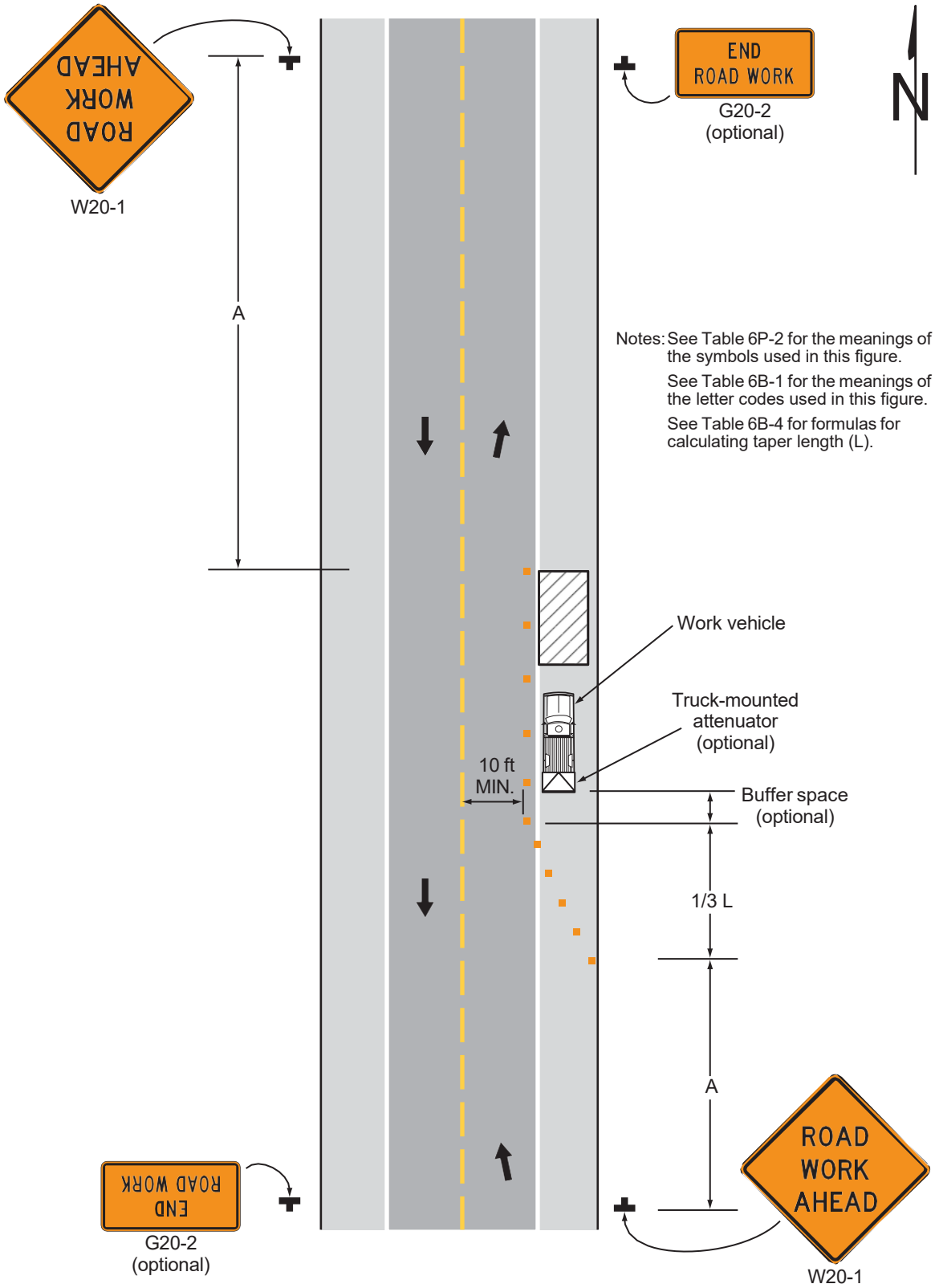
Option:

3. Additional positive protection devices may be used per Section 6M.02.
4. For short-term use on low-volume, low-speed roadways with vehicular traffic that does not include longer and wider heavy commercial vehicles, a minimum lane width of 9 feet may be used.
5. Where the opposite shoulder is suitable for carrying vehicular traffic and of adequate width, lanes may be shifted by use of closely-spaced channelizing devices, provided that the minimum lane width of 10 feet is maintained.
6. Additional advance warning may be appropriate, such as a ROAD NARROWS sign.
7. Temporary traffic barriers may be used along the work space.
8. The shadow vehicle may be omitted if a taper and channelizing devices are used.
9. A truck-mounted attenuator may be used on the shadow vehicle.
10. For short-duration work, the taper and channelizing devices may be omitted if a shadow vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
11. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

12. **Vehicle-mounted signs shall be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs shall be covered or turned from view when work is not in progress.**
13. **Shadow and work vehicles shall display high-intensity rotating, flashing, oscillating, or strobe lights.**
14. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6P-6. Shoulder Work with Minor Encroachment (TA-6)



Typical Application 6

Notes for Figure 6P-7—Typical Application 7 Road Closure with a Diversion

Support:

1. Signs and object markers are shown for one direction of travel only.

Standard:

2. Devices similar to those depicted shall be placed for the opposite direction of travel.

3. Pavement markings no longer applicable to the traffic pattern of the roadway shall be removed or obliterated before any new traffic patterns are open to traffic.

4. Temporary traffic barriers and end treatments shall be crashworthy.

Guidance:

5. If the tangent distance along the temporary diversion is more than 600 feet, a Reverse Curve sign, left first, should be used instead of the Double Reverse Curve sign, and a second Reverse Curve sign, right first, should be placed in advance of the second reverse curve back to the original alignment.

6. When the tangent section of the diversion is more than 600 feet, and the diversion has sharp curves with recommended speeds of 30 mph or less, Reverse Turn signs should be used.

7. Where the temporary pavement and old pavement are different colors, the temporary pavement should start on the tangent of the existing pavement and end on the tangent of the existing pavement.

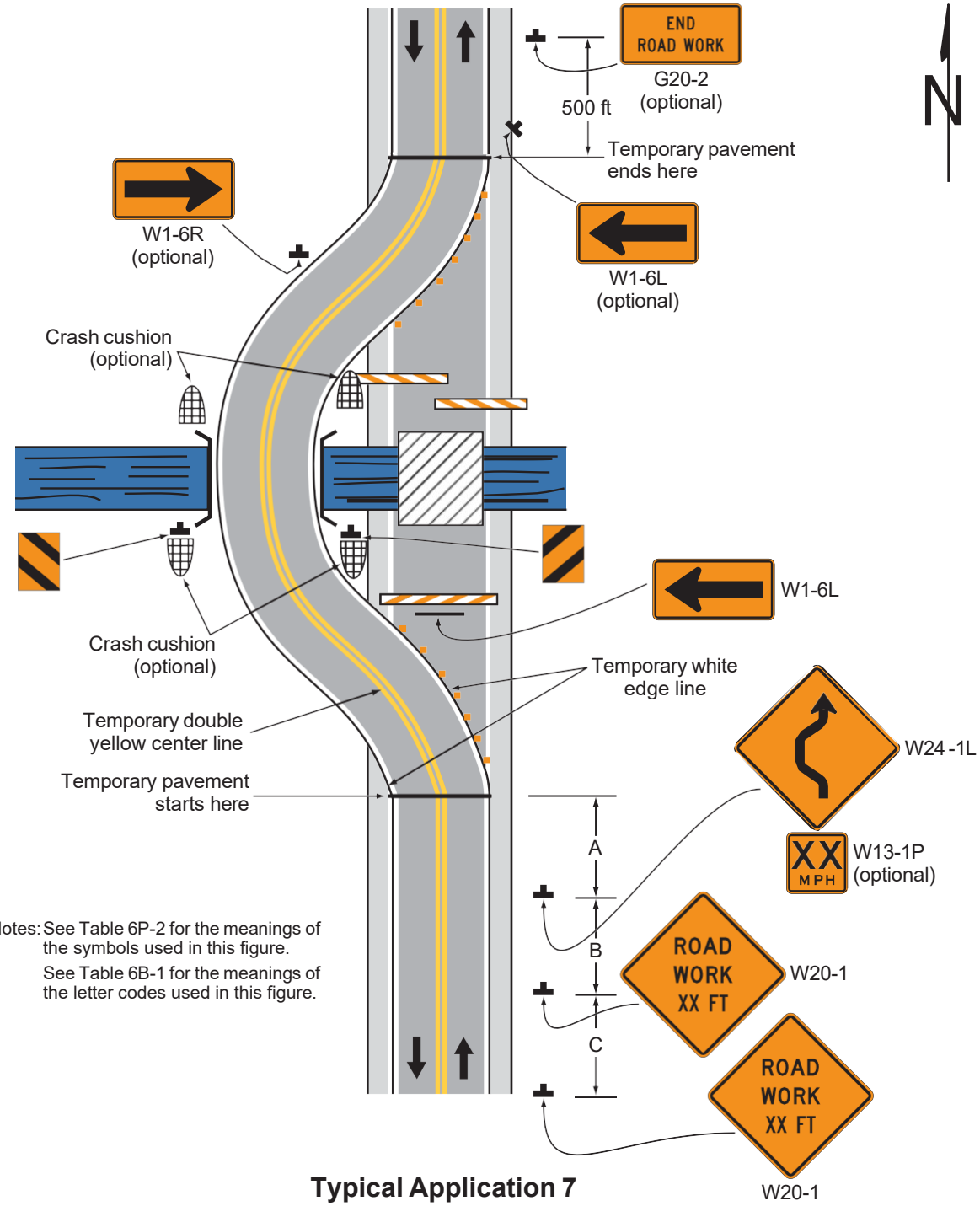
8. Delineators or channelizing devices should be used along the diversion.

Option:

9. Flashing warning lights and/or flags may be used to call attention to the warning signs.

10. On sharp curves, large arrow signs may be used in addition to other advance warning signs.

Figure 6P-7. Road Closure with a Diversion (TA-7)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 7

Notes for Figure 6P-8—Typical Application 8
Road Closure with an Off-Site Detour

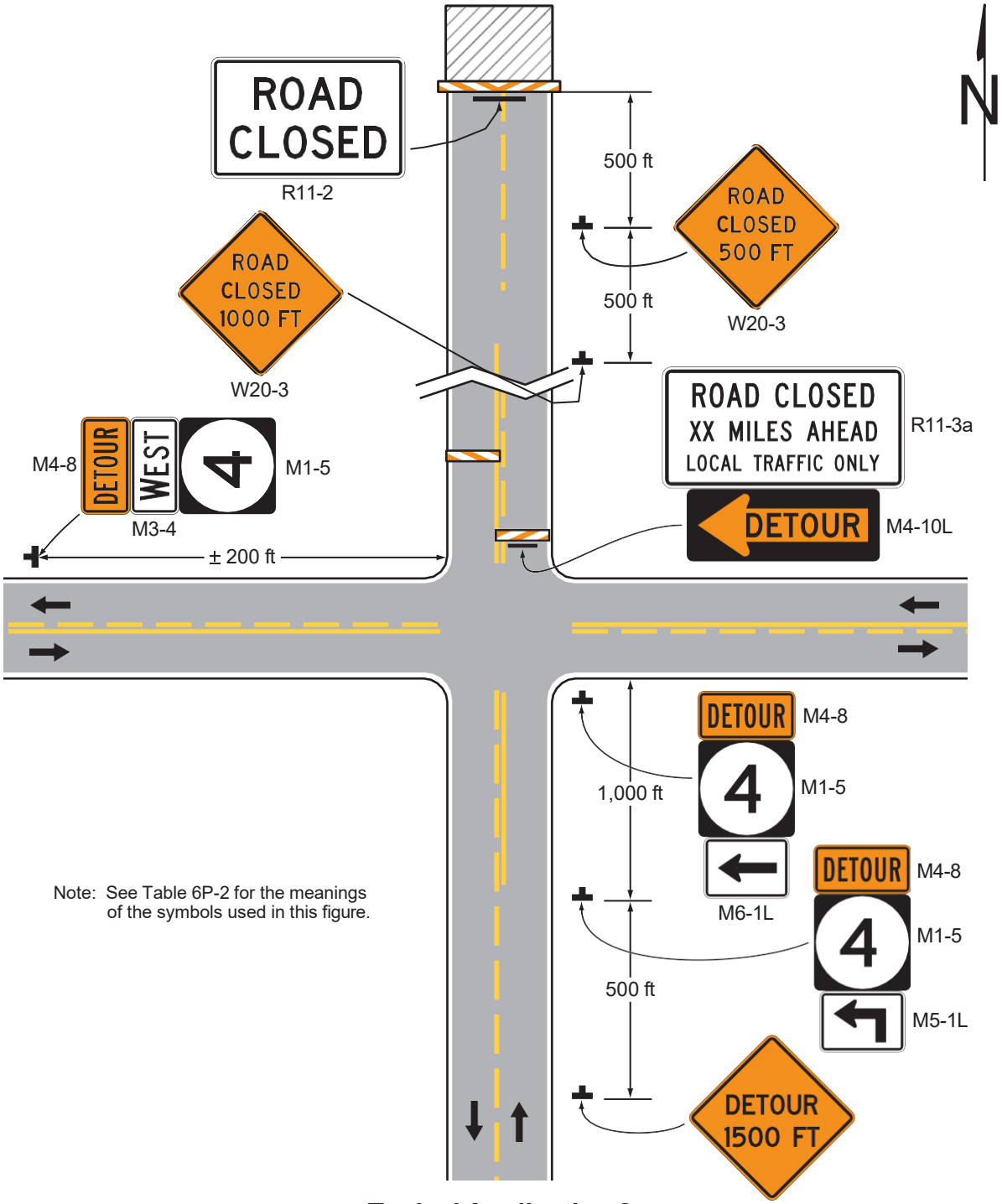
Guidance:

1. *Regulatory traffic control devices should be modified as needed for the duration of the detour.*

Option:

2. If the road is opened for some distance beyond the intersection and/or there are significant origin/destination points beyond the intersection, the ROAD CLOSED and DETOUR signs on Type 3 Barricades may be located at the edge of the traveled way.
3. A Route Sign Directional assembly may be placed on the far left corner of the intersection to augment or replace the one shown on the near right corner.
4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. Cardinal direction plaques may be used with route signs.

Figure 6P-8. Road Closure with an Off-Site Detour (TA-8)



Note: See Table 6P-2 for the meanings of the symbols used in this figure.

Typical Application 8

Notes for Figure 6P-9—Typical Application 9 Overlapping Routes with a Detour

Support:

1. TTC devices are shown for one direction of travel only.

Standard:

2. Devices similar to those depicted shall be placed for the opposite direction of travel.

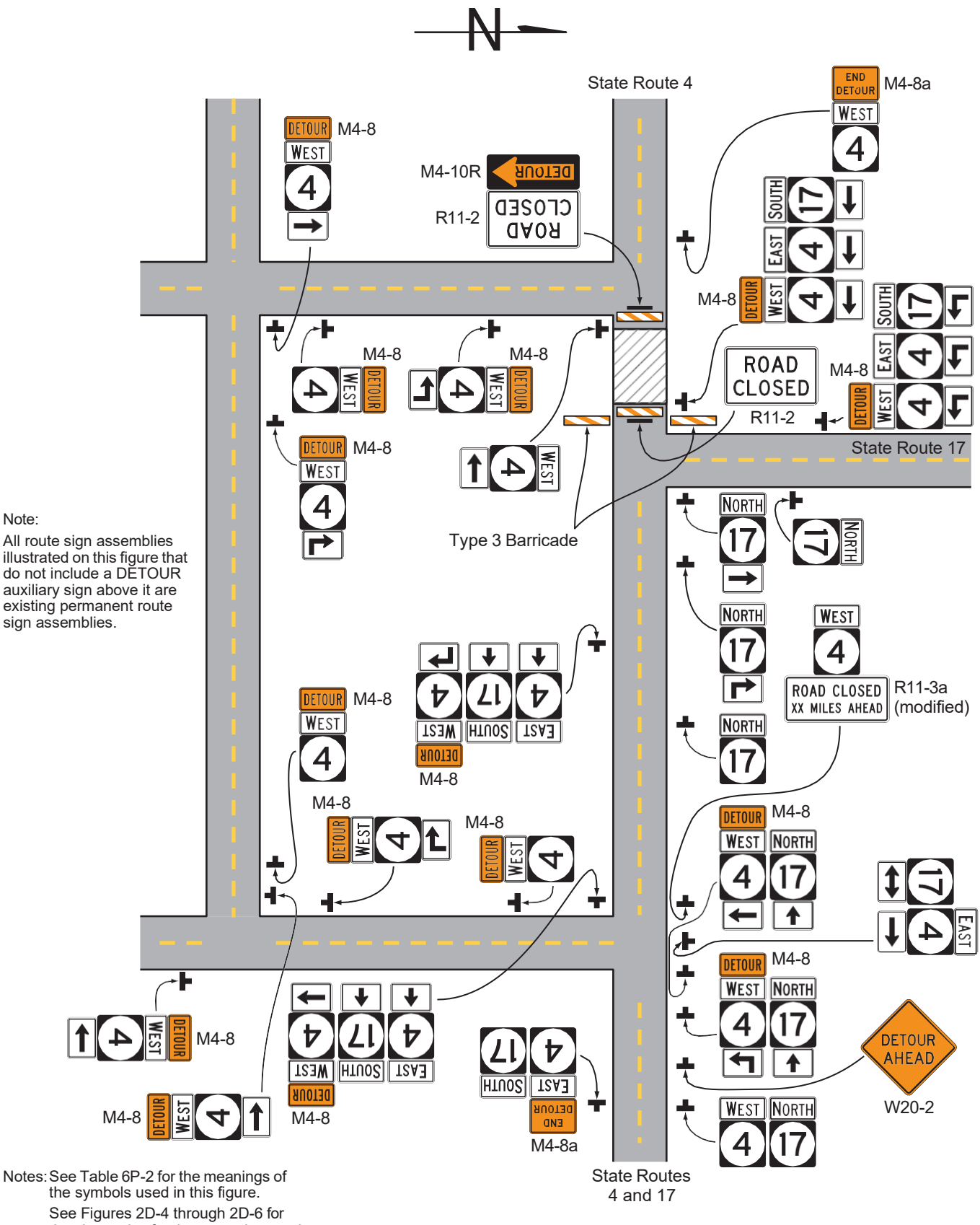
Guidance:

3. STOP or YIELD signs displayed to side roads should be installed as needed along the temporary route.

Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. Flashing warning lights may be used on the Type 3 Barricades.
6. Cardinal direction plaques may be used with route signs.

Figure 6P-9. Overlapping Routes with a Detour (TA-9)



Note:
All route sign assemblies illustrated on this figure that do not include a DETOUR auxiliary sign above it are existing permanent route sign assemblies.

Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Figures 2D-4 through 2D-6 for the sign codes for the route signs and the directional and arrow auxiliary signs associated with them.

Typical Application 9

Notes for Figure 6P-10—Typical Application 10 Lane Closure on a Two-Lane Road Using Flaggers

Option:

1. Positive protection devices may be used per Section 6M.02.
2. For low-volume situations with short TTC zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6D).
3. The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short-duration operations.
4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs. A BE PREPARED TO STOP sign may be added to the sign series.
5. Automated Flagger Assistance Devices (see Section 6L.02) may be used in situations where there is only one lane of approaching traffic in the direction to be controlled.

Guidance:

6. *The buffer space should be extended so that the two-way traffic taper is placed before a horizontal (or crest vertical) curve to provide adequate sight distance for the flagger and a queue of stopped vehicles.*

Standard:

7. **At night, flagger stations shall be illuminated, except in emergencies.**

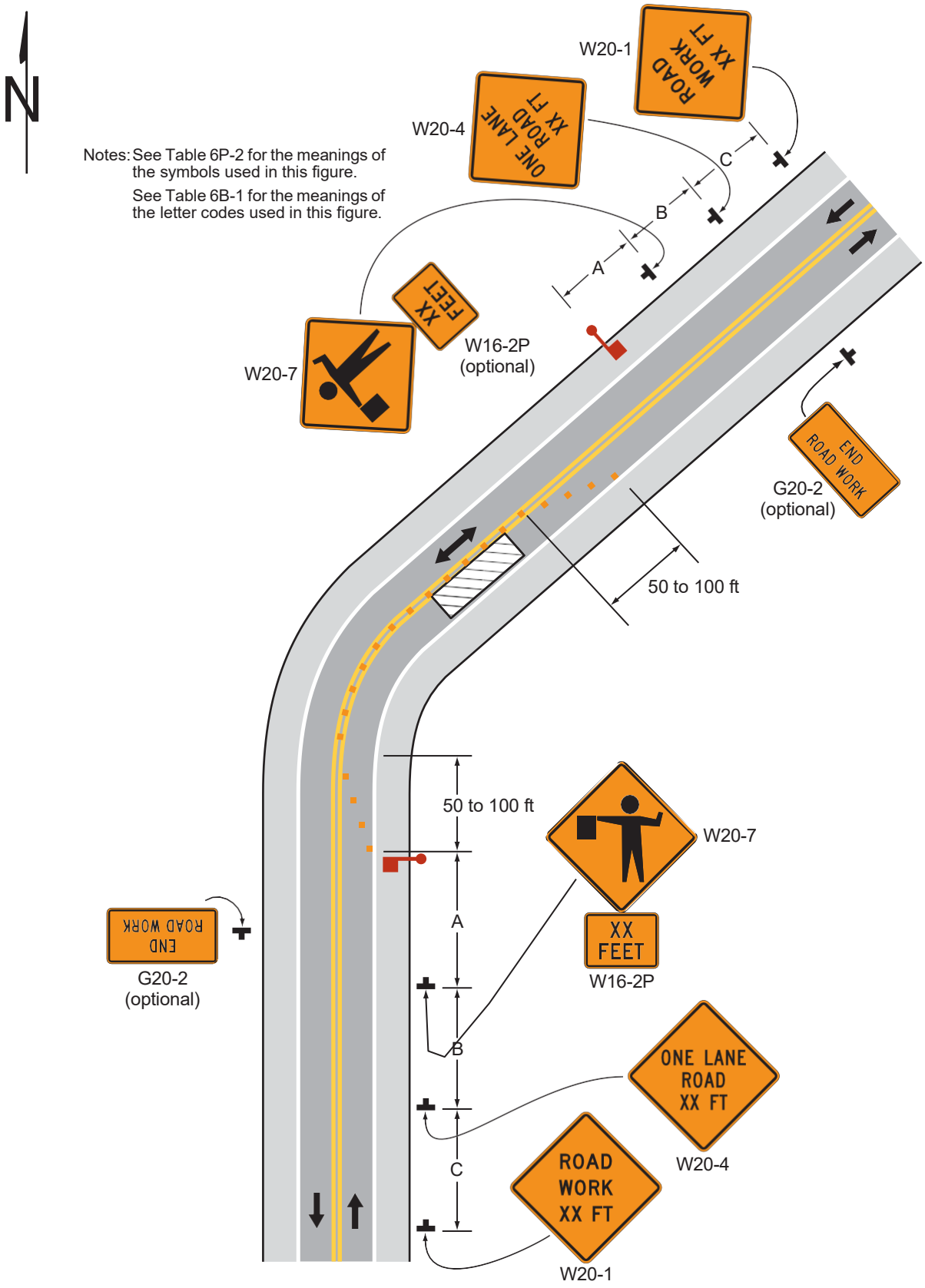
Guidance:

8. *When used, the BE PREPARED TO STOP sign should be located between the Flagger sign and the ONE LANE ROAD sign.*
9. *When a grade crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the grade crossing, the TTC zone should be extended so that the transition area precedes the grade crossing.*
10. *When a grade crossing equipped with active warning devices exists within the activity area, provisions should be made for keeping flaggers informed as to the activation status of these warning devices.*
11. *When a grade crossing exists within the activity area, drivers operating on the left-hand side of the normal center line should be provided with comparable warning devices as for drivers operating on the right-hand side of the normal center line.*
12. *Early coordination with the railroad company or transit agency should occur before work starts.*

Option:

13. A flagger or a uniformed law enforcement officer may be used at the grade crossing to minimize the probability that vehicles are stopped within 15 feet of the grade crossing, measured from both sides of the outside rails.

Figure 6P-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)



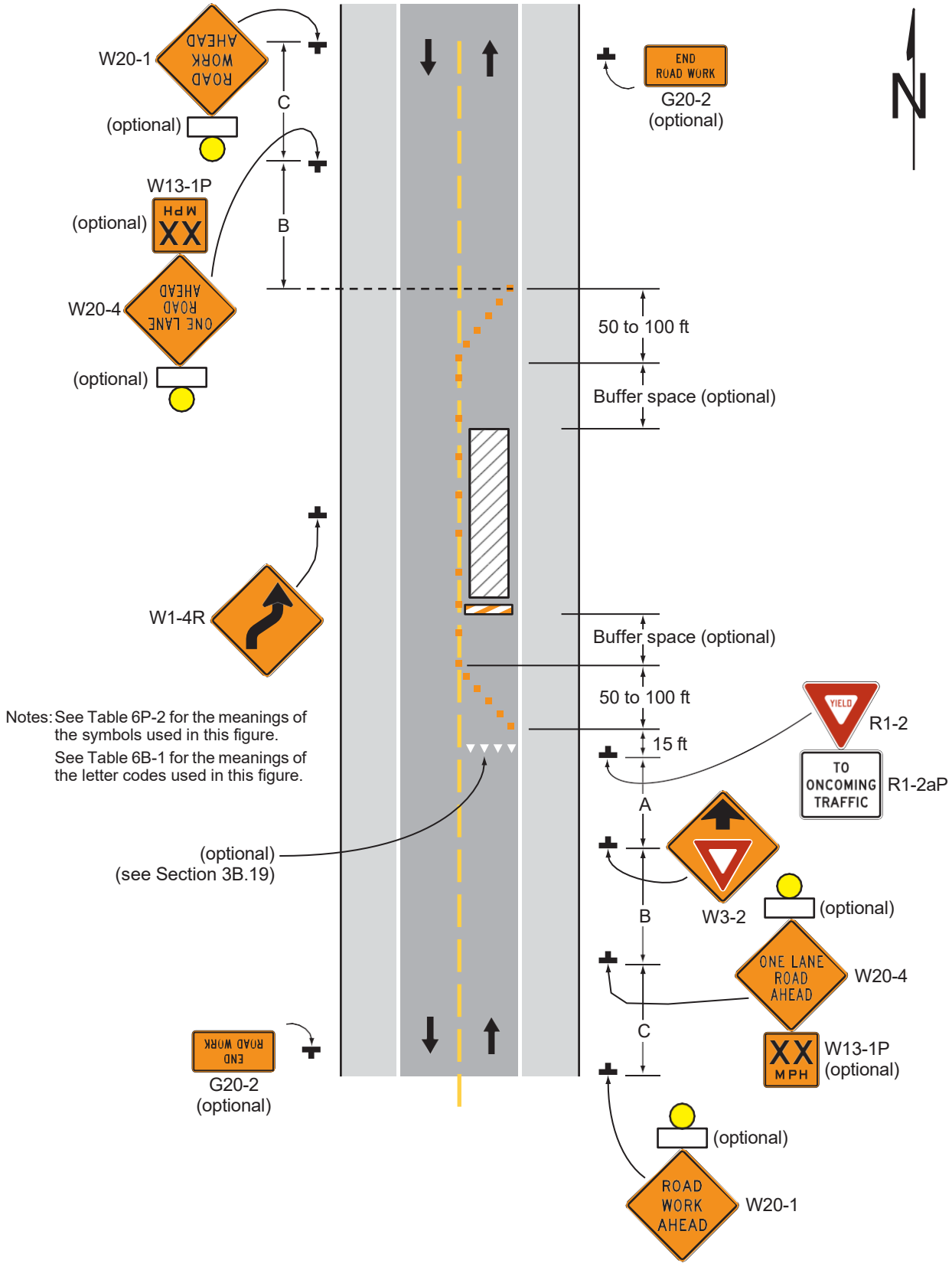
Typical Application 10

Notes for Figure 6P-11—Typical Application 11
Lane Closure on a Two-Lane Road with Low Traffic Volumes

Option:

1. Positive protection devices may be used per Section 6M.02.
2. This TTC zone application may be used as an alternate to the TTC application shown in Figure 6P-10 (using flaggers) when the following conditions exist:
   a. Vehicular traffic volume is such that sufficient gaps exist for vehicular traffic that must yield.
   b. Road users from both directions are able to see approaching vehicular traffic through and beyond the worksite and have sufficient visibility of approaching vehicles.
3. The Type B flashing warning lights may be placed on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs whenever a night lane closure is necessary.

Figure 6P-11. Lane Closure on a Two-Lane Road with Low Traffic Volumes (TA-11)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 11

Notes for Figure 6P-12—Typical Application 12
Lane Closure on a Two-Lane Road Using Temporary Traffic Control Signals

Standard:

1. **Temporary traffic control signals shall be installed and operated in accordance with the provisions of Part 4. Temporary traffic control signals shall meet the physical display and operational requirements of conventional traffic control signals.**
2. **Temporary traffic control signal timing shall be established by authorized officials. Durations of red clearance intervals shall be adequate to clear the one-lane section of conflicting vehicles.**
3. **When the temporary traffic control signal is changed to the flashing mode, either manually or automatically, red signal indications shall be flashed to both approaches.**
4. **Stop lines shall be installed with temporary traffic control signals for long-term closures. Existing conflicting pavement markings and raised pavement marker reflectors between the activity area and each stop line shall be removed. After the temporary traffic control signal is removed, the stop lines and other temporary pavement markings shall be removed and the permanent pavement markings restored.**
5. **Safeguards shall be incorporated to avoid the possibility of conflicting signal indications at each end of the TTC zone.**

Guidance:

6. *Where no-passing lines are not already in place, they should be added.*
7. *Adjustments in the location of the advance warning signs should be made as needed to accommodate the horizontal or vertical alignment of the roadway, recognizing that the distances shown for sign spacings are minimums. Adjustments in the height of the signal heads should be made as needed to conform to the vertical alignment.*

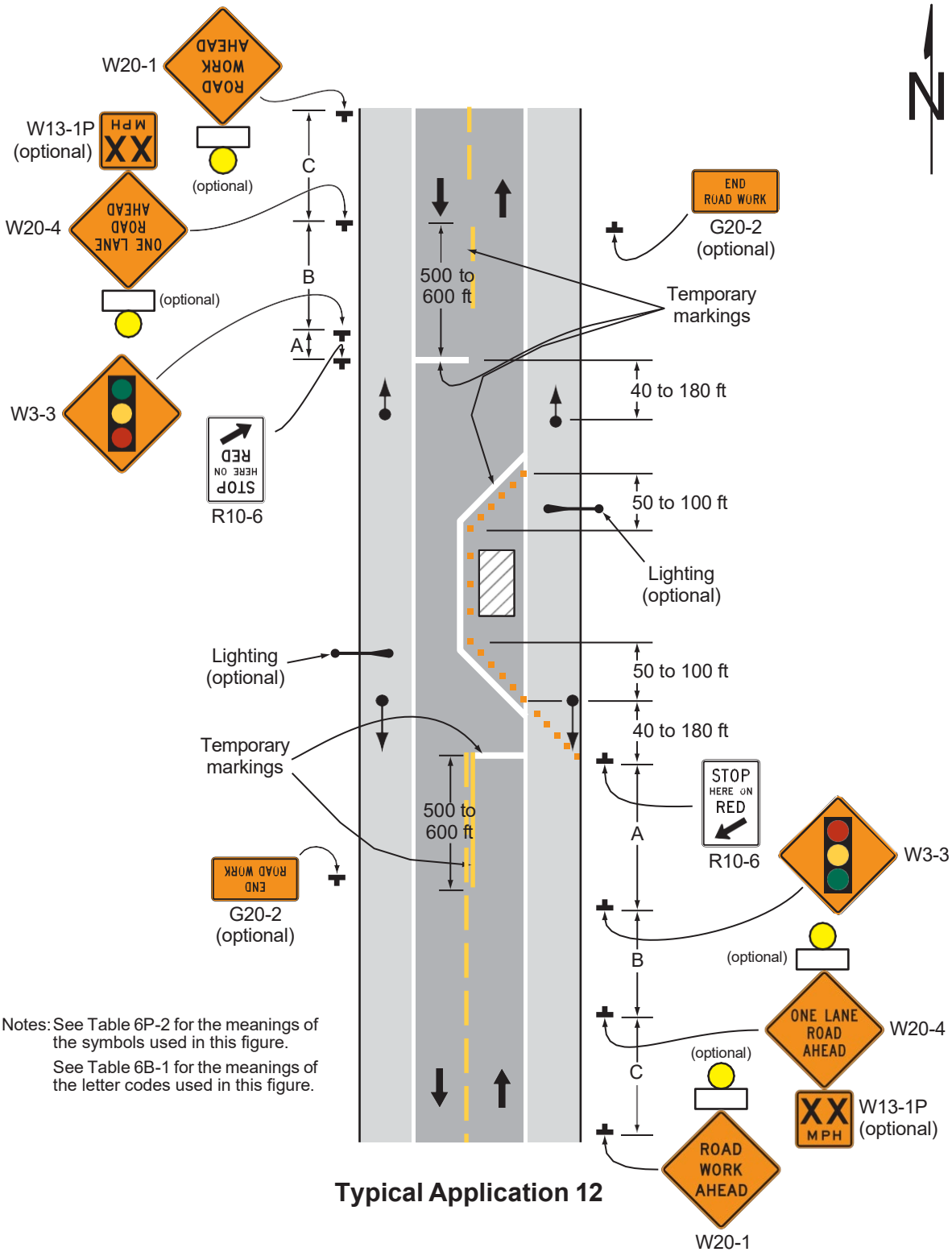
Option:

8. Positive protection devices may be used per Section 6M.02.
9. Flashing warning lights shown on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs may be used.
10. Removable pavement markings may be used.

Support:

11. Temporary traffic control signals are preferable to flaggers for long-term projects and other activities that would require flagging at night.
12. The maximum length of activity area for one-way operation under temporary traffic control signal control is determined by the capacity required to handle the peak demand.

Figure 6P-12. Lane Closure on a Two-Lane Road Using Temporary Traffic Control Signals (TA-12)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 12

Notes for Figure 6P-13—Typical Application 13
Temporary Road Closure

Support:

1. Conditions represented are a planned closure not exceeding 20 minutes during the daytime.

Standard:

2. A flagger or uniformed law enforcement officer shall be used for this application. The flagger, if used for this application, shall follow the procedures provided in Sections 6D.05 and 6D.06.

Guidance:

3. The uniformed law enforcement officer, if used for this application, should follow the procedures provided in Sections 6D.05 and 6D.06.

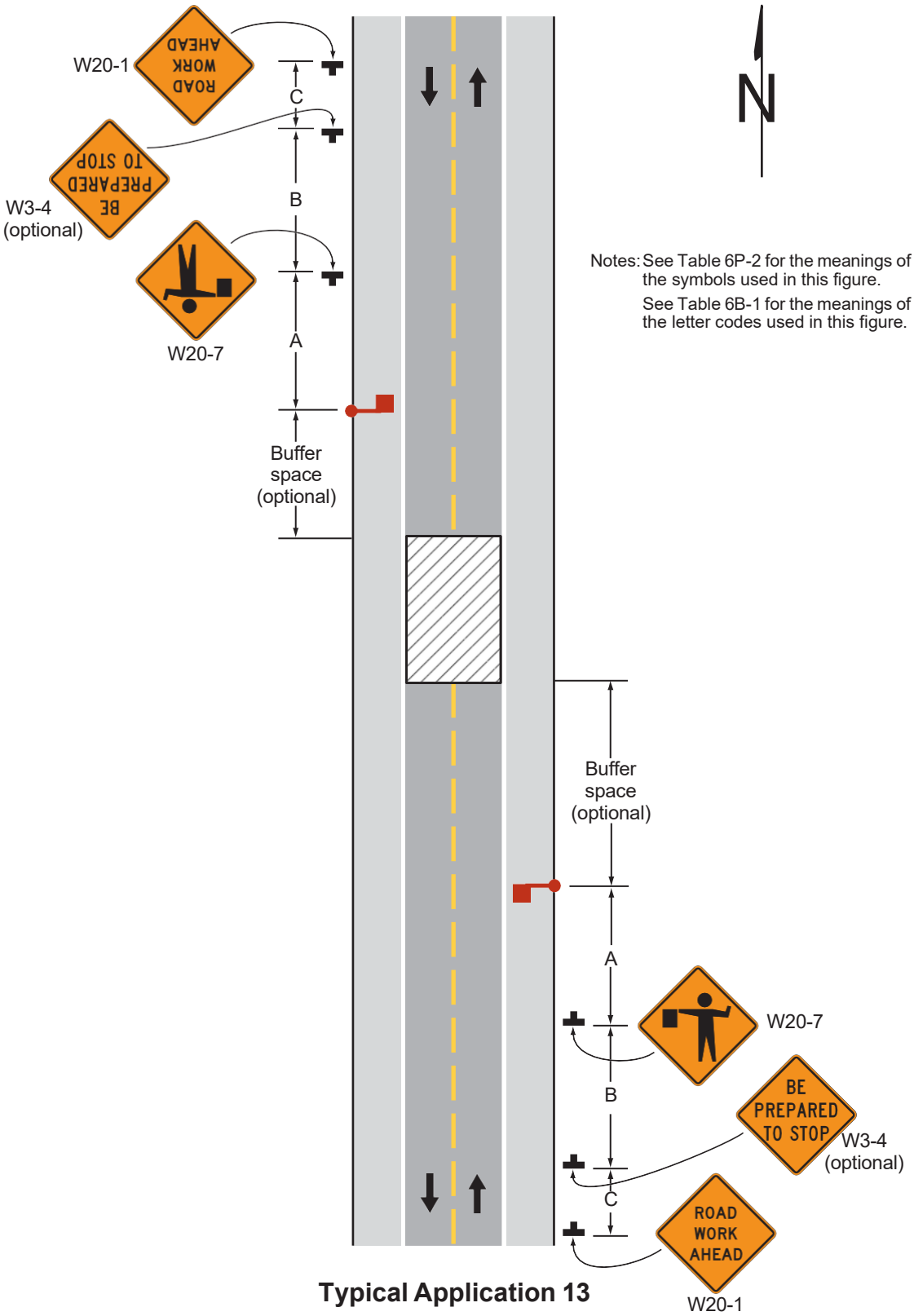
Option:

4. A BE PREPARED TO STOP sign may be added to the sign series.
5. Positive protection devices may be used per Section 6M.02.
6. Automated Flagger Assistance Devices (see Section 6L.02) may be used in situations where there is only one lane of approaching traffic in the direction to be controlled.

Guidance:

7. When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.

Figure 6P-13. Temporary Road Closure (TA-13)



Typical Application 13

Notes for Figure 6P-14—Typical Application 14
Haul Road Crossing

Guidance:

1. *Floodlights should be used to illuminate haul road crossings where existing light is inadequate.*
2. *Where no-passing lines are not already in place, they should be added.*

Standard:

3. The traffic control method selected shall be used in both directions.

Flagging Method

4. When a road used exclusively as a haul road is not in use, the haul road shall be closed with Type 3 Barricades and the Flagger symbol signs covered.
5. The flagger shall follow the procedures provided in Sections 6D.05 and 6D.06.
6. At night, flagger stations shall be illuminated, except in emergencies.

Signalized Method

7. When a road used exclusively as a haul road is not in use, the haul road shall be closed with Type 3 Barricades. The signals shall either:
   a. Flash yellow on the main road and flash red on the haul road or be covered, and the Signal Ahead and STOP HERE ON RED signs shall be covered or hidden from view; or
   b. Display green on the main road and steady red on the haul road, but only if actuated signal operation is used such that green is always displayed to the main road except when a vehicle is detected on the haul road.
8. The temporary traffic control signals shall control both the highway and the haul road and shall meet the physical display and operational requirements of conventional traffic control signals as described in Part 4. Traffic control signal timing shall be established by authorized officials.
9. Stop lines shall be used on existing highways with temporary traffic control signals.
10. Existing conflicting pavements markings between the stop lines shall be removed. After the temporary traffic control signal is removed, the stop lines and other temporary pavement markings shall be removed and the permanent pavement markings restored.

Option:

Flagging Method

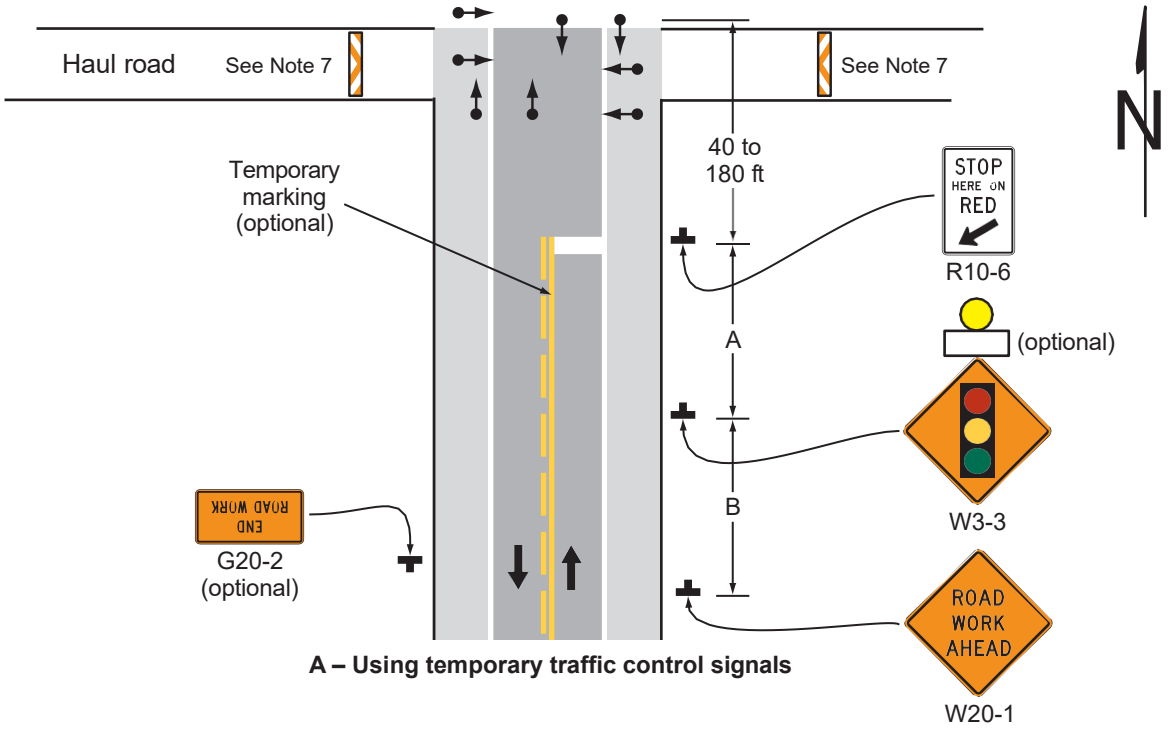
11. Automated Flagger Assistance Devices (see Section 6L.02) may be used in situations where there is only one lane of approaching traffic in the direction to be controlled.

Guidance:

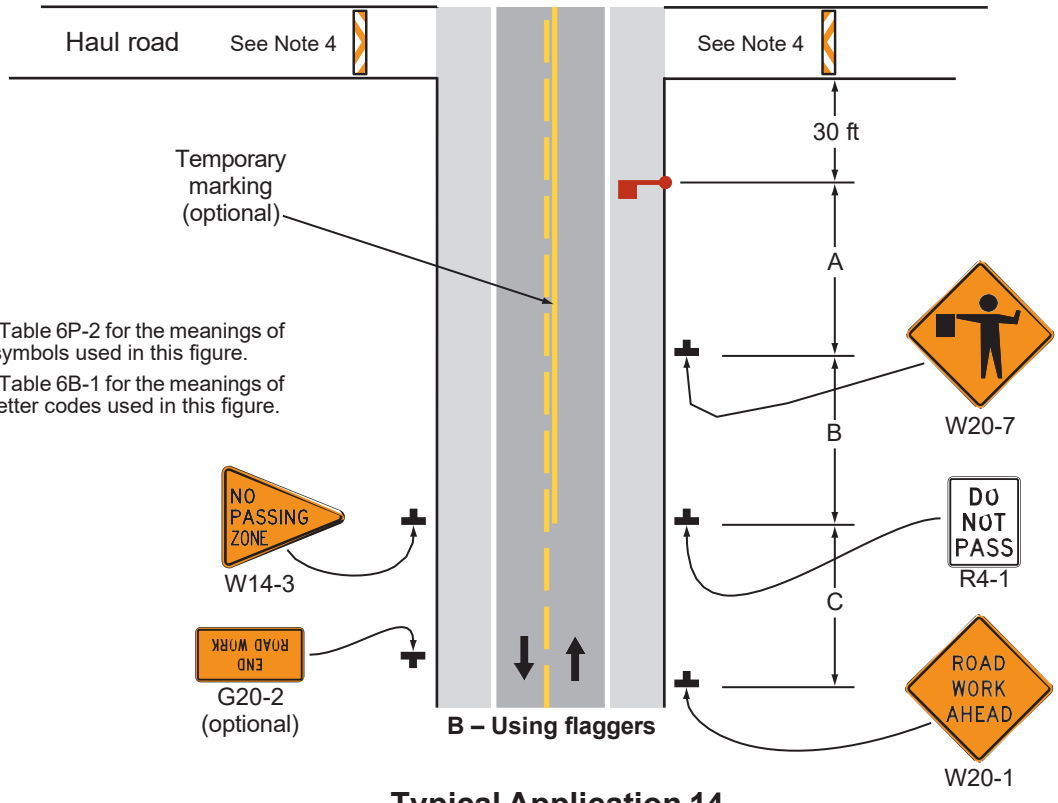
Signalized Method

12. *If actuated signal operation is used (see Item b in Note 7 above) and pedestrian facilities, such as sidewalks, are present in the area of the haul road crossing, then consideration should be given to providing pedestrian actuation capability at the temporary traffic control signal to accommodate any pedestrians who might be depending upon a pedestrian phase to cross the main road.*

Figure 6P-14. Haul Road Crossing (TA-14)



A – Using temporary traffic control signals



B – Using flaggers

Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 14

Notes for Figure 6P-15—Typical Application 15
Work in the Center of a Road with Low Traffic Volumes

Guidance:

1. *The lanes on either side of the center work space should have a minimum width of 10 feet as measured from the near edge of the channelizing devices to the edge of the pavement or the outside edge of the paved shoulder.*

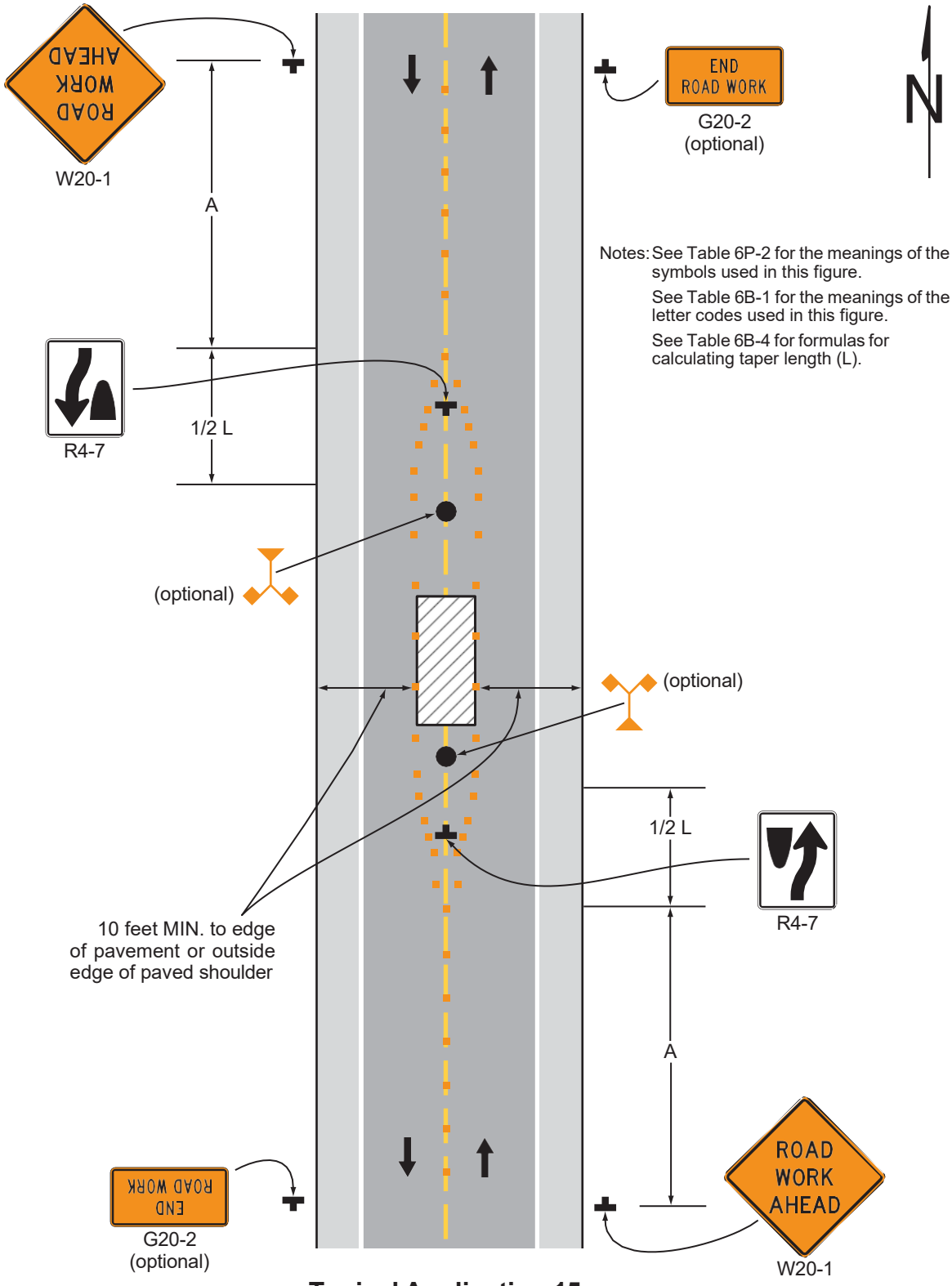
Option:

2. Positive protection devices may be used per Section 6M.02.
3. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
4. If the closure continues overnight, warning lights may be used on the channelizing devices.
5. A lane width of 9 feet may be used for short-term stationary work on low-volume, low-speed roadways when motor vehicle traffic does not include longer and wider heavy commercial vehicles.
6. A work vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights may be used instead of the channelizing devices forming the tapers or the high-level warning devices.
7. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

8. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6P-15. Work in the Center of a Road with Low Traffic Volumes (TA-15)



Typical Application 15

Notes for Figure 6P-16—Typical Application 16
Surveying Along the Center Line of a Road with Low Traffic Volumes

Guidance:

1. *The lanes on either side of the center work space should have a minimum width of 10 feet as measured from the near edge of the channelizing devices to the edge of the pavement or the outside edge of the paved shoulder.*
2. *Cones should be placed 6 to 12 inches on either side of the center line.*
3. *A flagger should be used to warn workers who cannot watch road users.*

Standard:

4. **For surveying on the center line of a high-volume road, one lane shall be closed using the information illustrated in Figure 6P-10.**

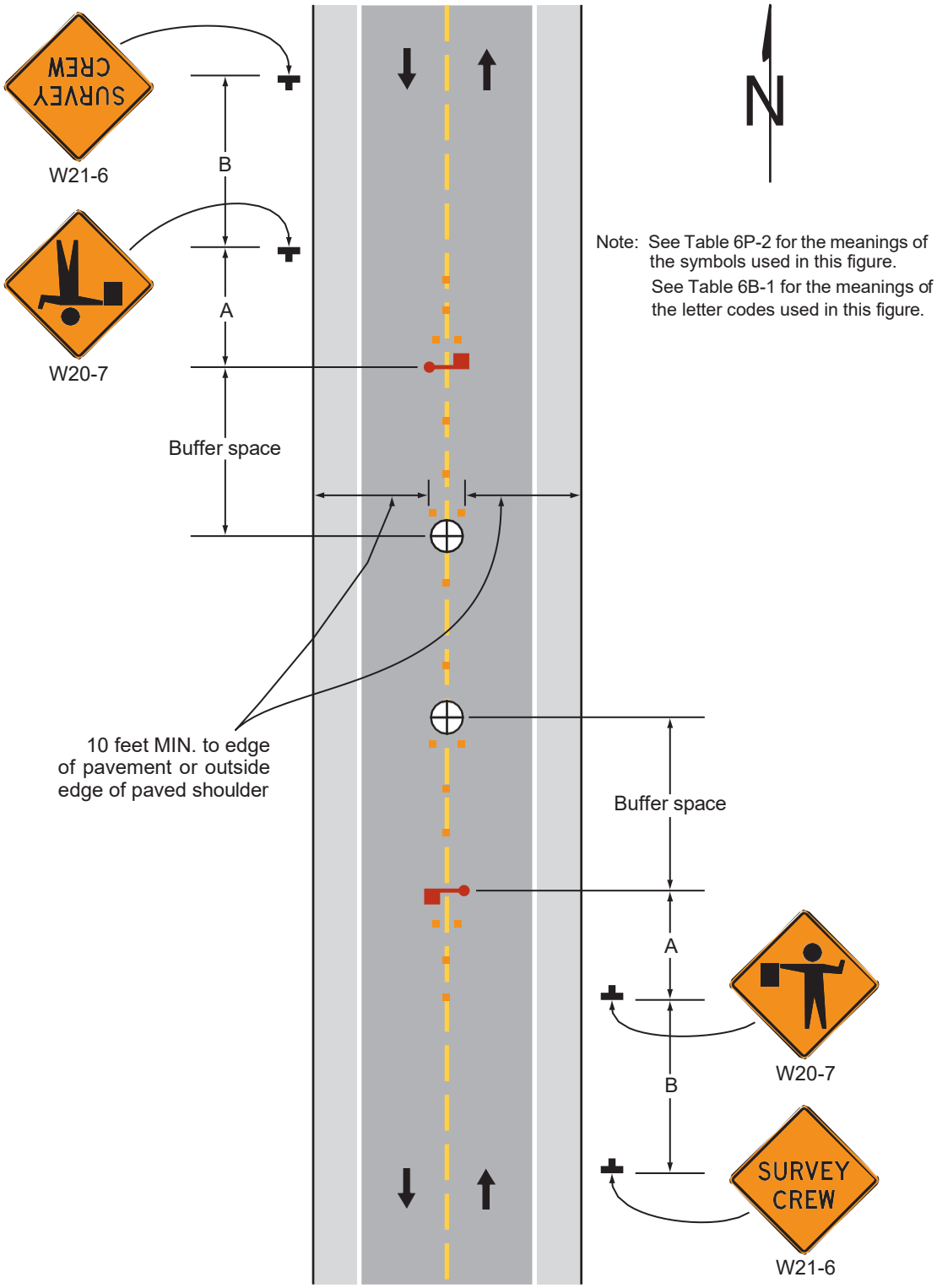
Option:

5. A high-level warning device may be used to protect a surveying device, such as a target on a tripod.
6. Cones may be omitted for a cross-section survey.
7. ROAD WORK AHEAD signs may be used in place of the SURVEY CREW AHEAD signs.
8. Flags may be used to call attention to the advance warning signs.
9. If the work is along the shoulder, the flagger may be omitted.
10. For a survey along the edge of the road or along the shoulder, cones may be placed along the edge line.
11. A BE PREPARED TO STOP sign may be added to the sign series.
12. Automated Flagger Assistance Devices (see Section 6L.02) may be used in situations where there is only one lane of approaching traffic in the direction to be controlled.

Guidance:

13. *When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.*

Figure 6P-16. Surveying Along the Center Line of a Road with Low Traffic Volumes (TA-16)



Typical Application 16

Notes for Figure 6P-17—Typical Application 17
Mobile Operations on a Two-Lane Road

Standard:

1. **Vehicle-mounted signs shall be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs shall be covered or turned from view when work is not in progress.**
2. **Shadow and work vehicles shall display high-intensity rotating, flashing, oscillating, or strobe lights.**
3. **If an arrow board is used, it shall be used in the caution mode.**

Guidance:

4. *Where practical and when needed, the work and shadow vehicles should pull over periodically to allow vehicular traffic to pass.*
5. *Whenever adequate stopping sight distance exists to the rear, the shadow vehicle should maintain the minimum distance from the work vehicle and proceed at the same speed. The shadow vehicle should slow down in advance of vertical or horizontal curves that restrict sight distance.*
6. *The shadow vehicles should also be equipped with two high-intensity flashing lights mounted on the rear, adjacent to the sign.*

Option:

7. Positive protection devices may be used per Section 6M.02.
8. The distance between the work and shadow vehicles may vary according to terrain, paint drying time, and other factors.
9. Additional shadow vehicles to warn and reduce the speed of oncoming or opposing vehicular traffic may be used. Law enforcement vehicles may be used for this purpose.
10. A truck-mounted attenuator may be used on the shadow vehicle or on the work vehicle.

10A. Truck- Mounted attenuator manufacturers have recommendations for where signs and other traffic control devices may be placed on a truck-mounted attenuator. Signs and other traffic control devices that are not places in accordance with manufacturer recommendations may adversely affect the crash worthiness of the truck mounted attenuator.

11. If the work and shadow vehicles cannot pull over to allow vehicular traffic to pass frequently, a DO NOT PASS sign may be placed on the rear of the vehicle blocking the lane.

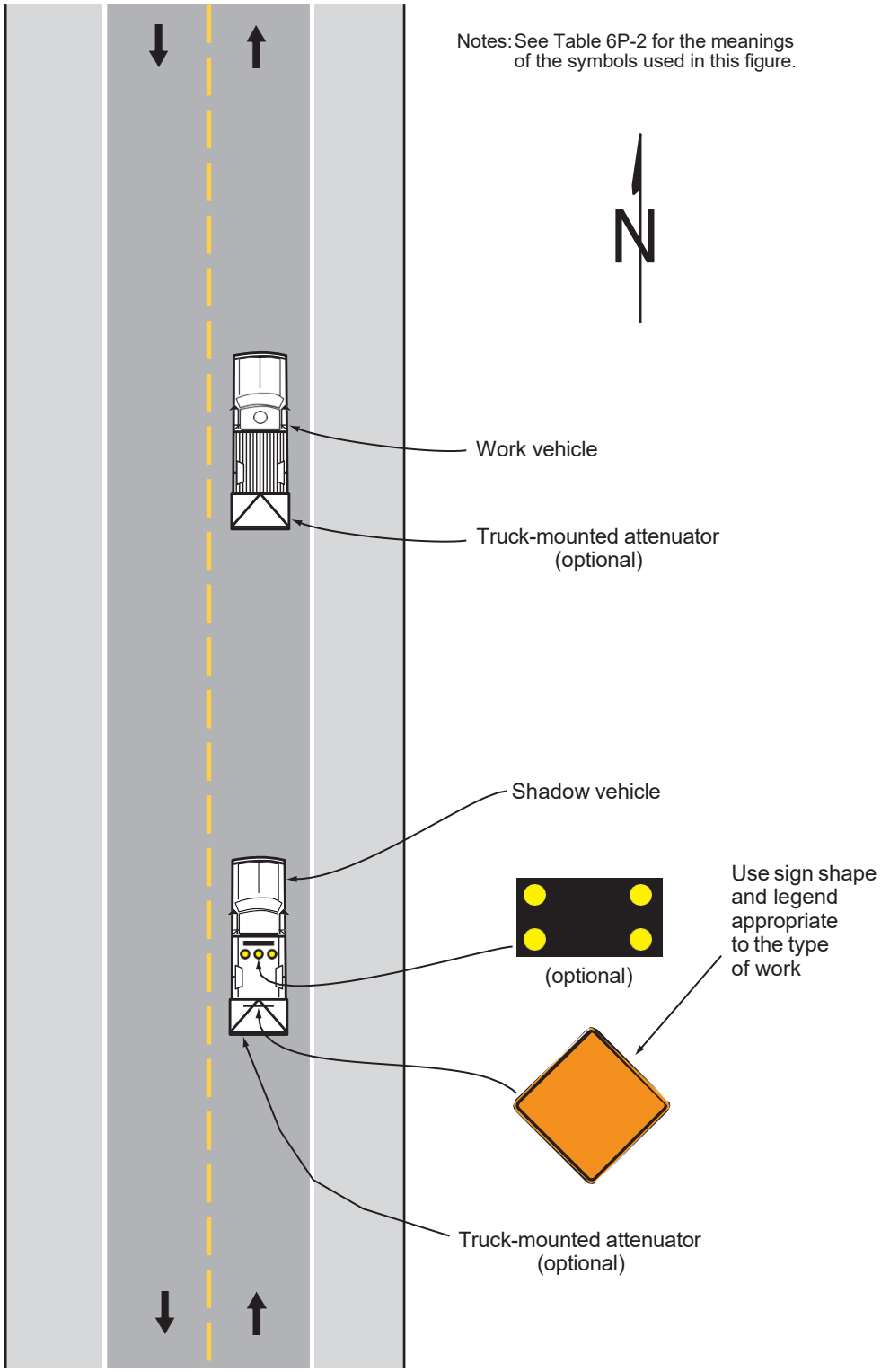
Support:

12. Shadow vehicles are used to warn motor vehicle traffic of the operation ahead.

Standard:

13. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6P-17. Mobile Operations on a Two-Lane Road (TA-17)



Typical Application 17

Notes for Figure 6P-18—Typical Application 18
Lane Closure on a Minor Street

Standard:

1. This TTC shall be used only for low-speed facilities having low traffic volumes.

Option:

2. Where the work space is short, where road users can see the roadway beyond, and where volume is low, vehicular traffic may be self-regulating.

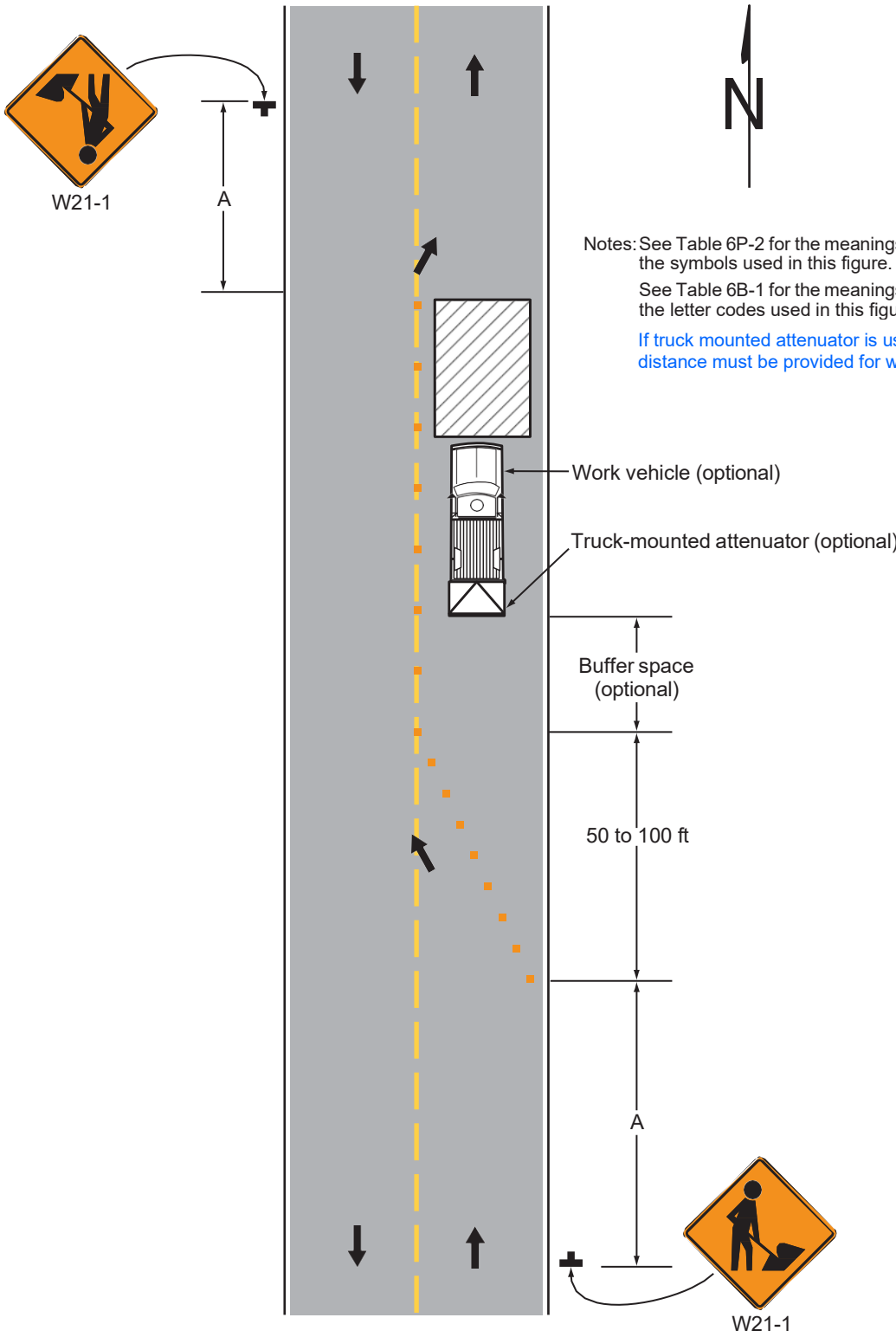
Standard:

3. Where vehicular traffic cannot effectively self-regulate, one or two flaggers shall be used as illustrated in Figure 6P-10.

Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. A truck-mounted attenuator may be used on the work vehicle and the shadow vehicle.
6. Positive protection devices may be used per Section 6M.02.

Figure 6P-18. Lane Closure on a Minor Street (TA-18)



Typical Application 18

Notes for Figure 6P-19—Typical Application 19
Detour for One Travel Direction

Guidance:

1. *This plan should be used for streets without posted route numbers.*
2. *On multi-lane streets, Detour signs with an Advance Turn Arrow should be used in advance of a turn.*

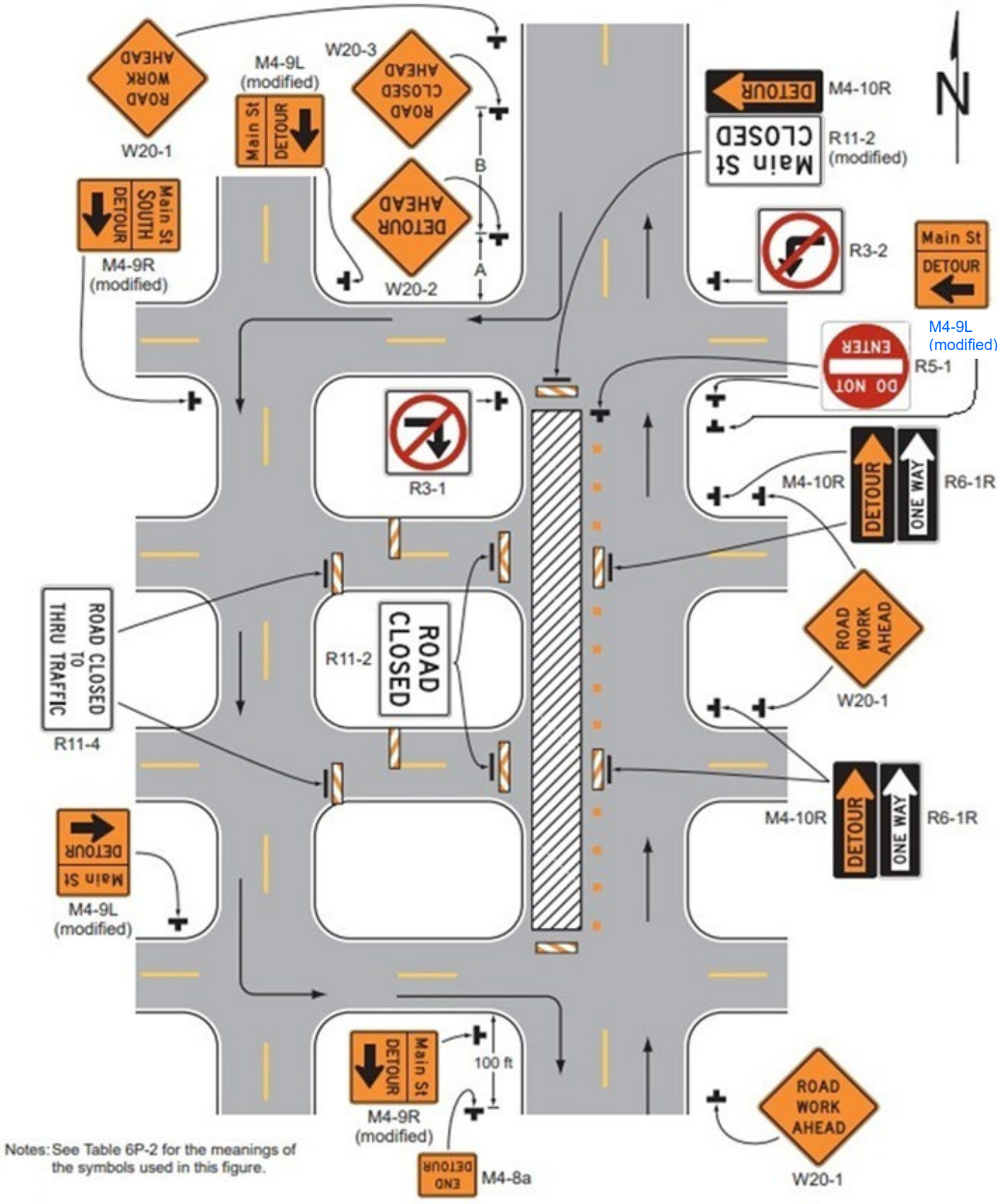
Option:

3. The STREET CLOSED legend may be used in place of ROAD CLOSED.
4. Additional DO NOT ENTER signs may be used at intersections with intervening streets.
5. Warning lights may be used on Type 3 Barricades.
6. Detour signs may be located on the far side of intersections.
7. A Street Name sign may be mounted with the Detour sign. The Street Name sign may be either white on green or black on orange.

Standard:

8. **When used, the Street Name sign shall be placed above the Detour sign.**

Figure 6P-19. Detour for One Travel Direction (TA-19)



Typical Application 19

Notes for Figure 6P-20—Typical Application 20
Detour for a Closed Street

Guidance:

1. *This plan should be used for streets without posted route numbers.*
2. *On multi-lane streets, Detour signs with an Advance Turn Arrow should be used in advance of a turn.*

Option:

3. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
4. Flashing warning lights may be used on Type 3 Barricades.
5. Detour signs may be located on the far side of intersections. A Detour sign with an advance arrow may be used in advance of a turn.
6. A Street Name sign may be mounted with the Detour sign. The Street Name sign may be either white on green or black on orange.

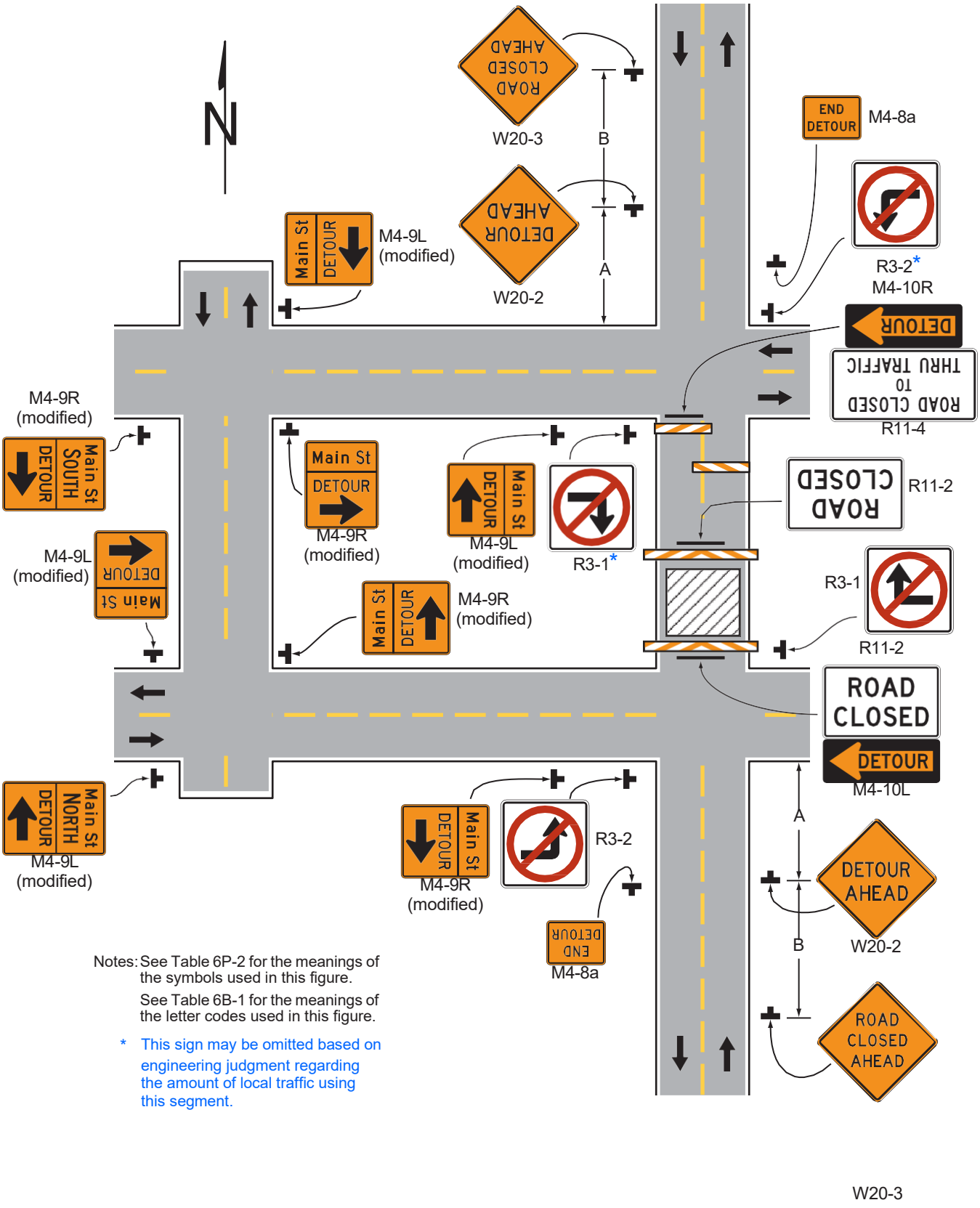
Standard:

7. When used, the Street Name sign shall be placed above the Detour sign.

Support:

8. Figure 6P-9 contains the information for detouring a numbered highway.

Figure 6P-20. Detour for a Closed Street (TA-20)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

* This sign may be omitted based on engineering judgment regarding the amount of local traffic using this segment.

Typical Application 20

Notes for Figure 6P-21—Typical Application 21
Lane Closure on the Near Side of an Intersection

Standard:

1. The merging taper shall direct vehicular traffic into either the right-hand or left-hand lane, but not both.

Guidance:

2. In this typical application, a left taper should be used so that right-turn movements will not impede through motor vehicle traffic. However, the reverse should be true for left-turn movements.

3. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6P-29.

Option:

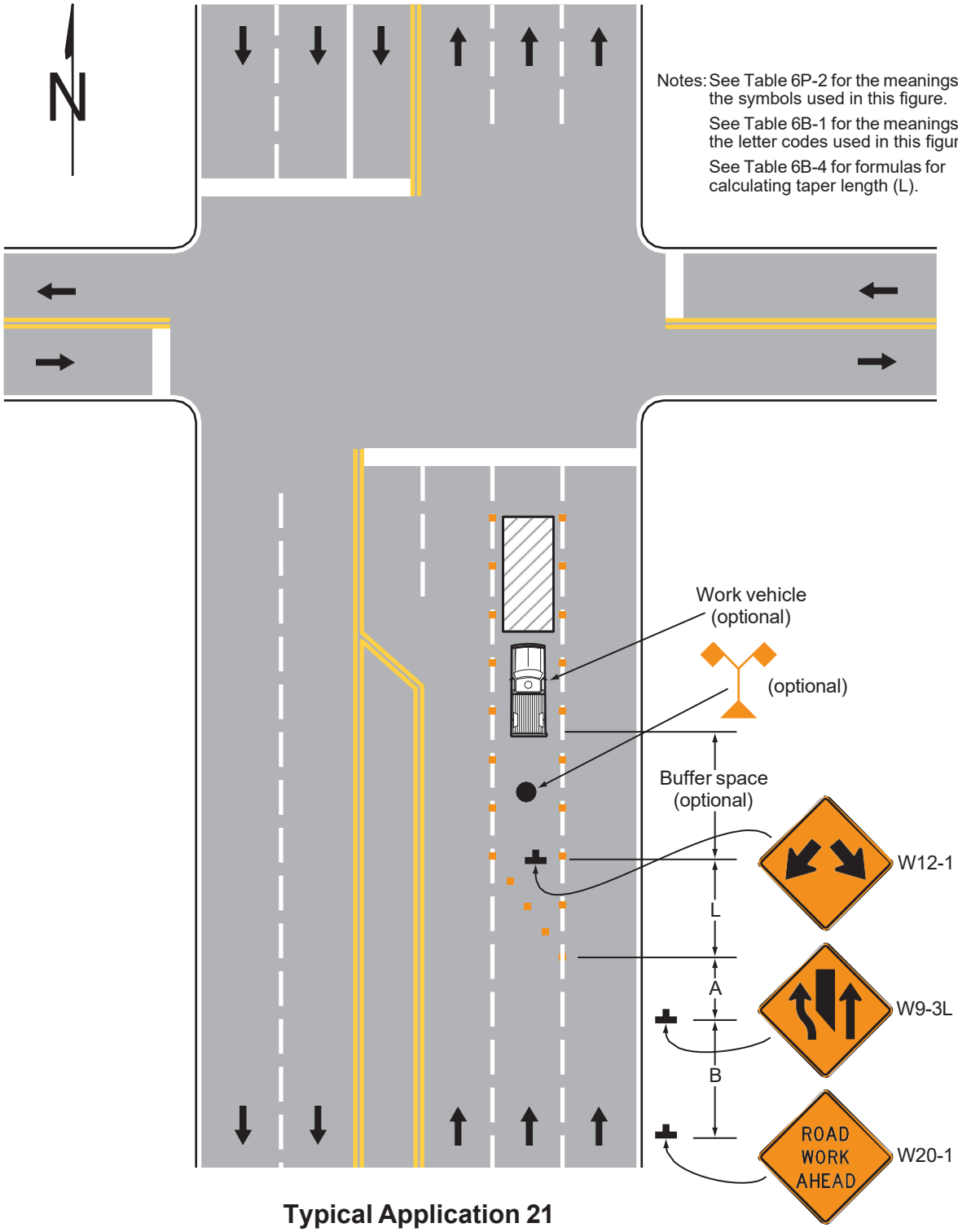
4. Positive protection devices may be used per Section 6M.02.
5. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
6. A shadow vehicle with a truck-mounted attenuator may be used.
7. A work vehicle with high-intensity rotating, flashing, oscillating, or strobe lights may be used with the high-level warning device.
8. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

9. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

Figure 6P-21. Lane Closure on the Near Side of an Intersection (TA-21)

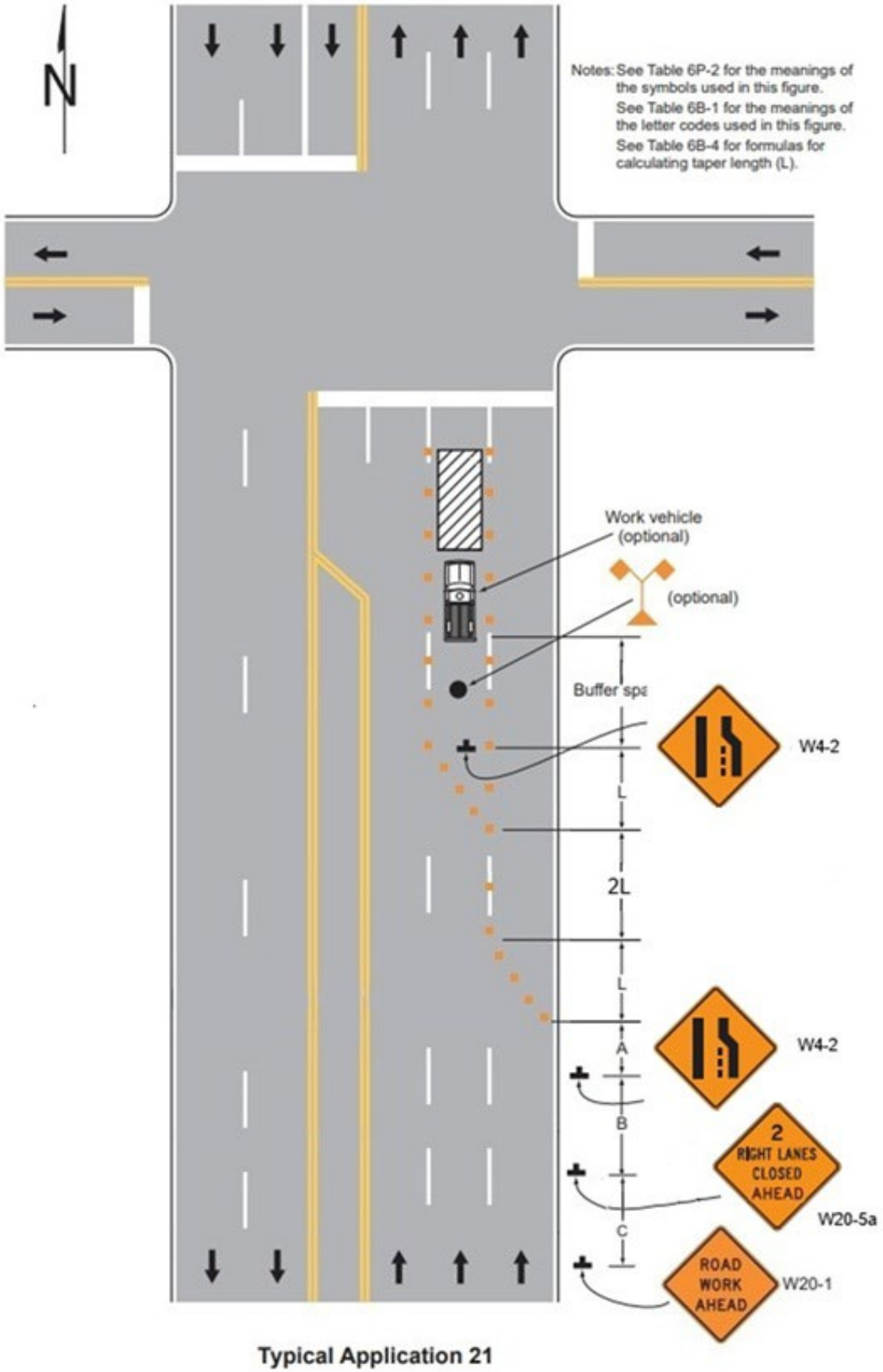
A. Center Lane Closure



Typical Application 21

Figure 6P-21. Lane Closure on the Near Side of an Intersection (TA-21)

B. Double Lane Closure



Typical Application 21

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Notes for Figure 6P-22—Typical Application 22
Right-Hand Lane Closure on the Far Side of an Intersection

Guidance:

1. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6P-29.*

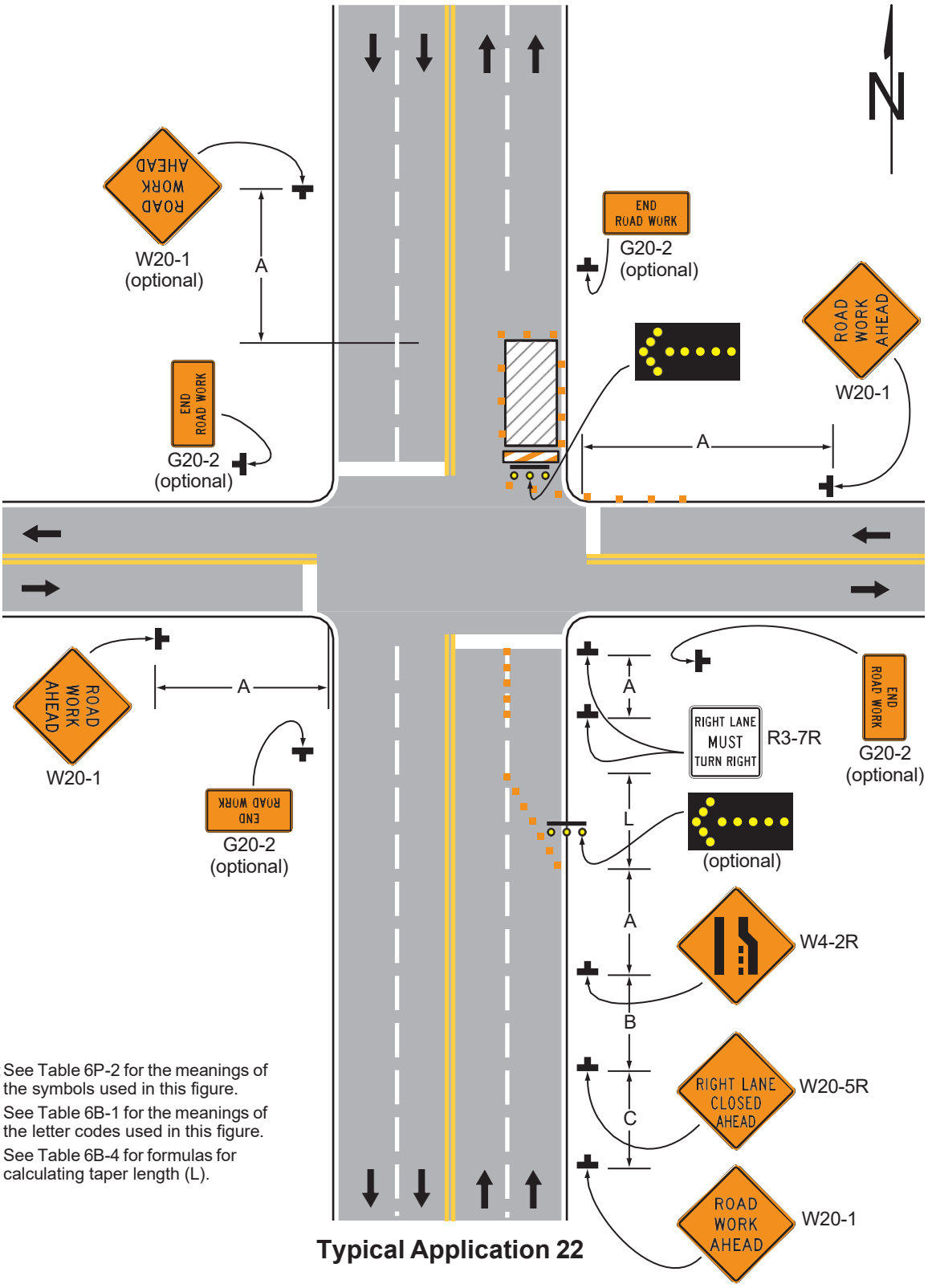
Option:

2. Positive protection devices may be used per Section 6M.02.
3. When the normal procedure of closing on the near side of the intersection any lane that is not carried through the intersection results in the closure of a right-hand lane having significant right-turn movements, then the right-hand lane may be restricted to right turns only, requiring through traffic to use the left lane.
4. For intersection approaches reduced to a single lane, left-turn movements may be prohibited to maintain capacity for through vehicular traffic.
5. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
6. Where the turning radius is large, it may be possible to create a right-turn island using channelizing devices or pavement markings.
7. If dimension "A" is not available to create a temporary right-turn lane, continuous channelizers may be installed from the end of the taper to the intersection and, as a result, the RIGHT LANE MUST TURN RIGHT signs would not be installed.

Support:

8. By first closing off the right-hand lane and then reopening it as a turn bay, the right turn bay allows storage for turning vehicles so that the capacity of the through lane is partially maintained by separating the right-turning vehicles from the through vehicles.

Figure 6P-22. Right-Hand Lane Closure on the Far Side of an Intersection (TA-22)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.
See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 22

Notes for Figure 6P-23—Typical Application 23
Left-Hand Lane Closure on the Far Side of an Intersection

Guidance:

1. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6P-29.*

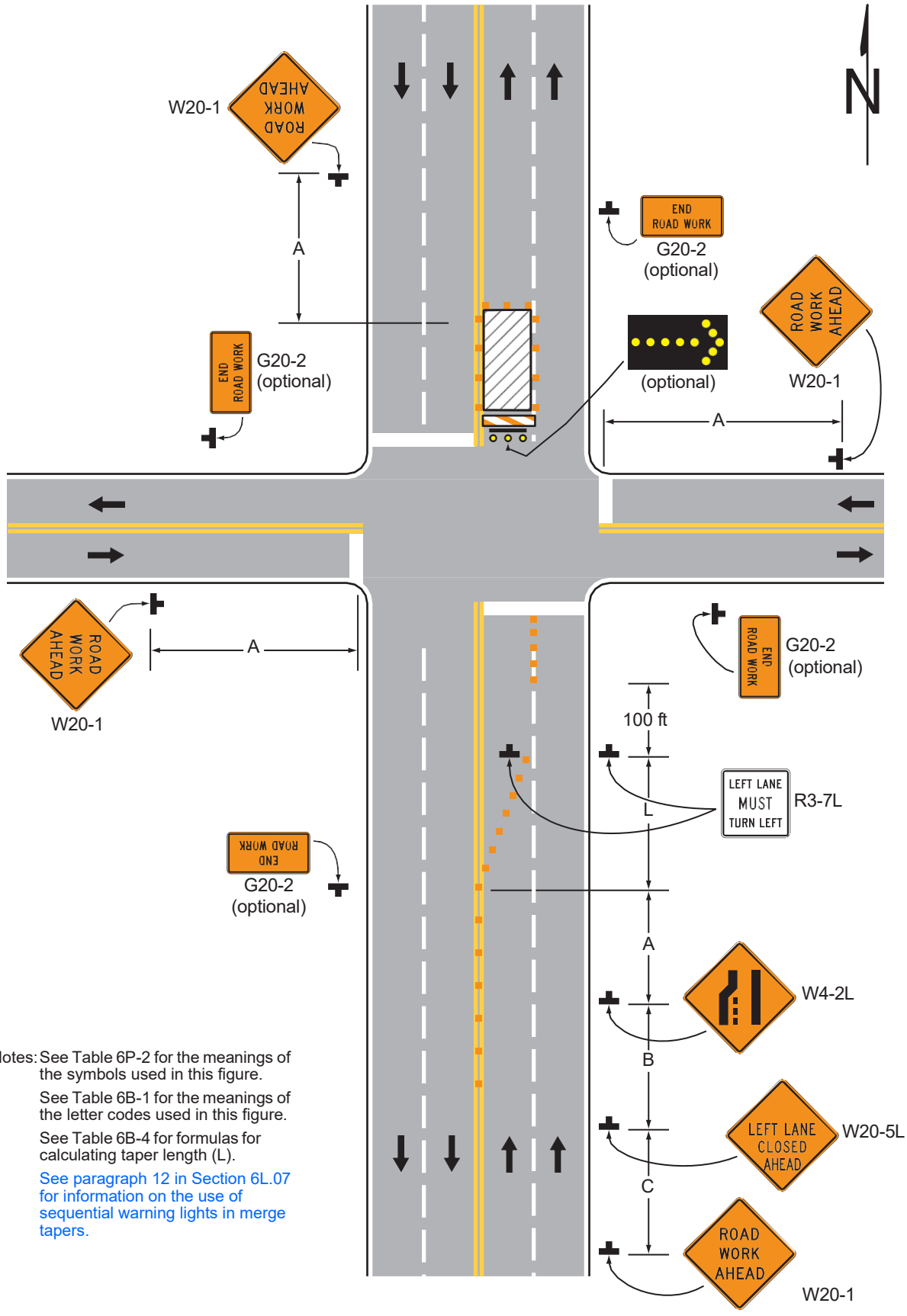
Option:

2. Positive protection devices may be used per Section 6M.02.
3. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
4. When the normal procedure of closing on the near side of the intersection any lane that is not carried through the intersection results in the closure of a left-hand lane having significant left-turn movements, then the left-hand lane may be reopened as a turn bay for left turns only, as shown.

Support:

5. By first closing off the left-hand lane and then reopening it as a turn bay, the left-turn bay allows storage of turning vehicles so that the movement of through traffic is not impeded. A left-turn bay that is long enough to accommodate all turning vehicles during a traffic signal cycle will provide the maximum benefit for through traffic. Also, an island is created with channelizing devices that allows the LEFT LANE MUST TURN LEFT sign to be repeated on the left adjacent to the lane that it controls.

Figure 6P-23. Left-Hand Lane Closure on the Far Side of an Intersection (TA-23)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

See Table 6B-4 for formulas for calculating taper length (L).

See paragraph 12 in Section 6L.07 for information on the use of sequential warning lights in merge tapers.

Typical Application 23

Notes for Figure 6P-24—Typical Application 24
Half Road Closure on the Far Side of an Intersection

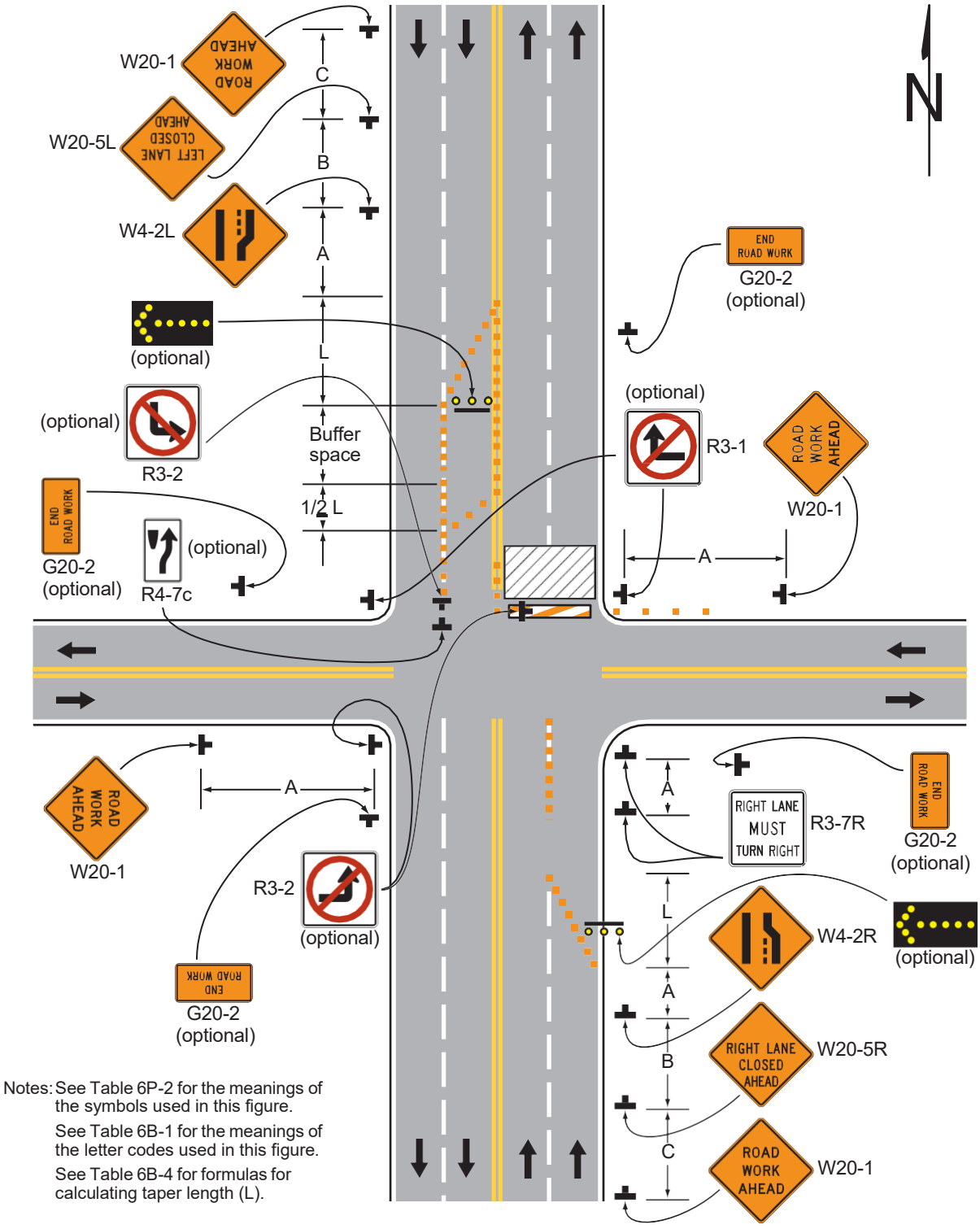
Guidance:

1. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6P-29.*
2. *When turn prohibitions are implemented, two turn prohibition signs should be used, one on the near side and, space permitting, one on the far side of the intersection.*

Option:

3. Positive protection devices may be used per Section 6M.02.
4. A buffer space may be used between opposing directions of vehicular traffic as shown in this application.
5. When the normal procedure of closing on the near side of the intersection any lane that is not carried through the intersection results in the closure of a right-hand lane having significant right-turn movements, then the right-hand lane may be restricted to right turns only, requiring through traffic to use the left lane.
6. Where the turning radius is large, a right-turn island using channelizing devices or pavement markings may be used.
7. If there is insufficient space to place the back-to-back Keep Right sign and No Left Turn symbol signs at the end of the row of channelizing devices separating opposing vehicular traffic flows, the No Left Turn symbol sign may be placed on the right and the Keep Right sign may be omitted.
8. For intersection approaches reduced to a single lane, left-turn movements may be prohibited to maintain capacity for through vehicular traffic.
9. Flashing warning lights and/or flags may be used to call attention to advance warning signs.
10. Temporary pavement markings may be used to delineate the travel path through the intersection.
11. If dimension “A” is not available to create a temporary right turn lane, continuous channelizers may be installed from the end of the taper to the intersection and, as a result, the RIGHT LANE MUST TURN RIGHT signs would not be installed.
12. For Long-term stationary work zones, dotted lines may be used to provide channelization through the intersection. If the intersection is signalized, one signal head may be placed over the open lane to improve driver navigation.

Figure 6P-24. Half Road Closure on the Far Side of an Intersection (TA-24)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 24

Notes for Figure 6P-25—Typical Application 25 Multiple Lane Closures at an Intersection

Guidance:

1. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6P-29.*

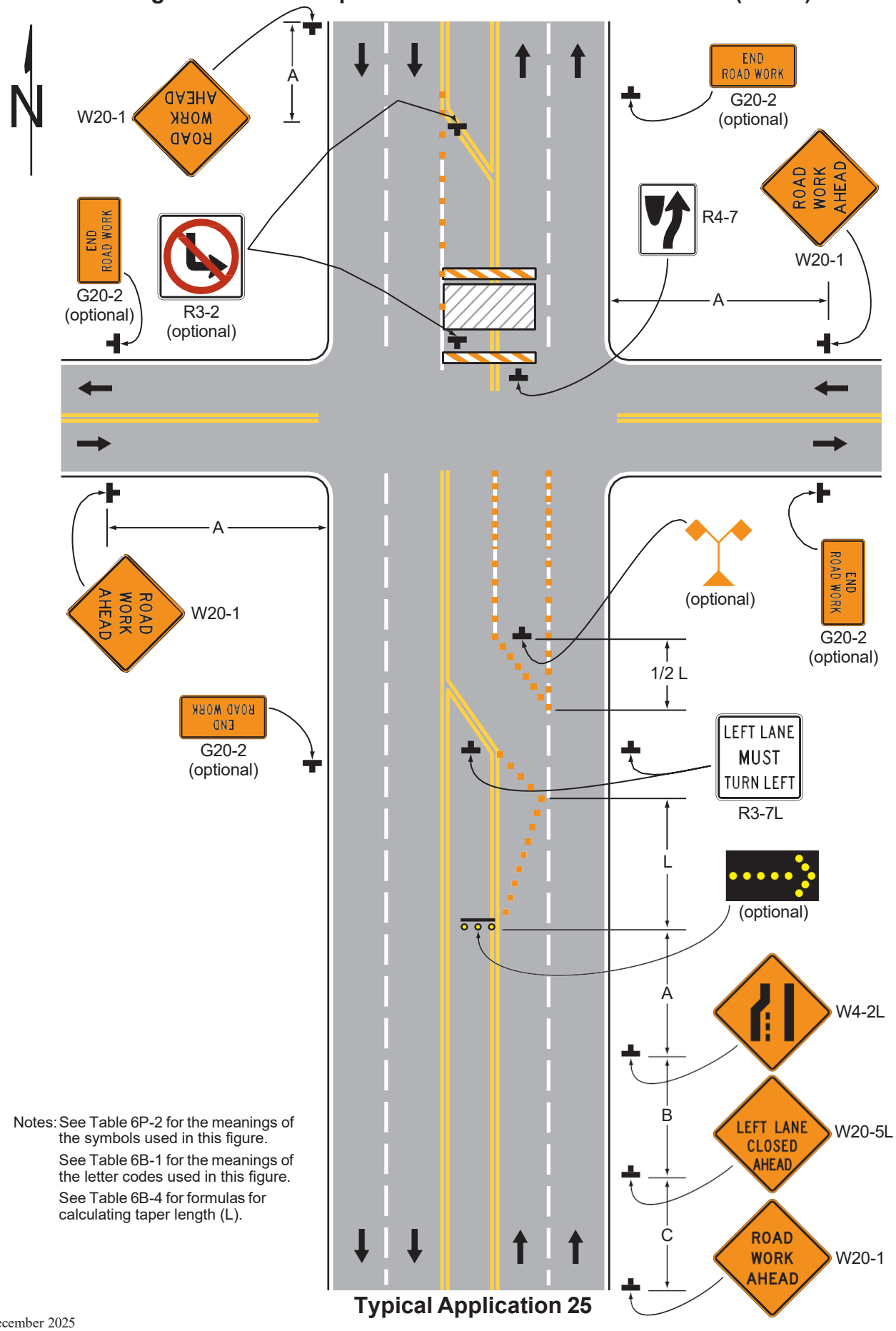
Support:

2. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection, as shown.

Option:

3. Positive protection devices may be used per Section 6M.02.
4. If the left-turn movement that normally uses the closed turn bay is small and/or the gaps in opposing vehicular traffic are frequent, left turns may be permitted on that approach.
5. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

Figure 6P-25. Multiple Lane Closures at an Intersection (TA-25)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 25

Notes for Figure 6P-26—Typical Application 26 Closure in the Center of an Intersection

Guidance:

1. *All lanes should be a minimum of 10 feet in width as measured to the near face of the channelizing devices.*

Option:

2. A high-level warning device may be placed in the work space, if there is sufficient room.
3. For short-term use on low-volume, low-speed roadways with vehicular traffic that does not include longer and wider heavy commercial vehicles, a minimum lane width of 9 feet may be used.
4. Flashing warning lights and/or flags may be used to call attention to advance warning signs.
5. Left turns may be prohibited as required by geometric conditions, such as where the streets are so narrow that it might be physically impossible to turn left, especially for large vehicles.
6. For short-duration work operations, the channelizing devices may be eliminated if a vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work space.
7. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

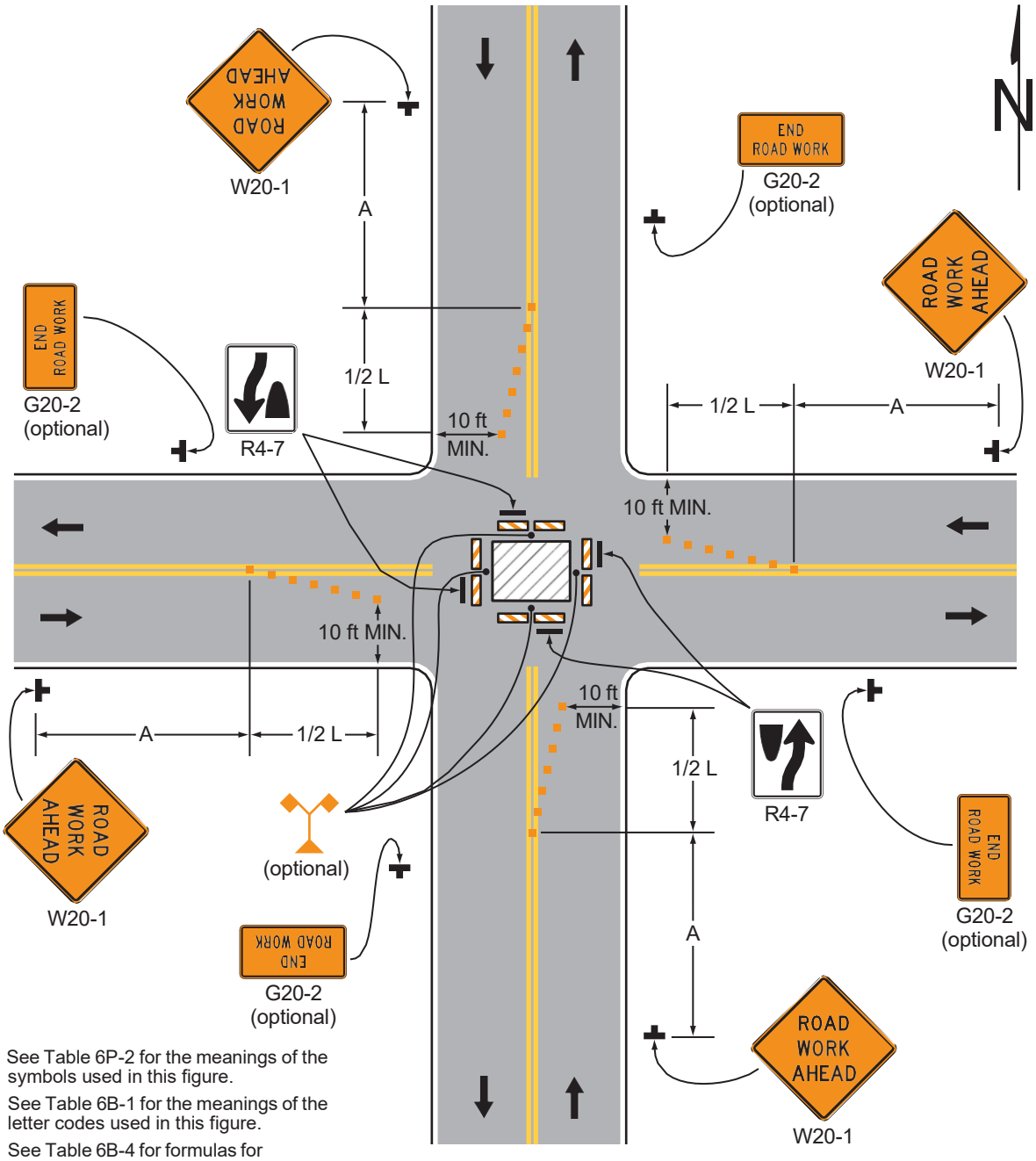
Standard:

8. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Support:

9. For high volume intersections, consider closing one approach or using flaggers.

Figure 6P-26. Closure in the Center of an Intersection (TA-26)



Note: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.
See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 26

Notes for Figure 6P-27—Typical Application 27 Closure at the Side of an Intersection

Guidance:

1. *The situation depicted can be simplified by closing one or more of the intersection approaches. If this cannot be done, and/or when capacity is a problem, through vehicular traffic should be directed to other roads or streets.*
2. *Depending on road user conditions, flagger(s) or uniformed law enforcement officer(s) should be used to direct road users within the intersection. At signalized intersections, flaggers should only be used if the signal is in flash mode or deactivated.*

Support:

2A. At signalized intersections, consider changing the signal phasing to operate one approach at a time.

Standard:

3. **At night, flagger stations shall be illuminated, except in emergencies.**

Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. For short-duration work operations, the channelizing devices may be eliminated if a vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work space.
6. A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

7. *When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.*
8. *ONE LANE ROAD AHEAD signs should also be used to provide adequate advance warning.*

Support:

9. *Turns may be prohibited as required by vehicular traffic conditions, such as where the streets are so narrow that it might be physically impossible to make certain turns, especially for large vehicles.*

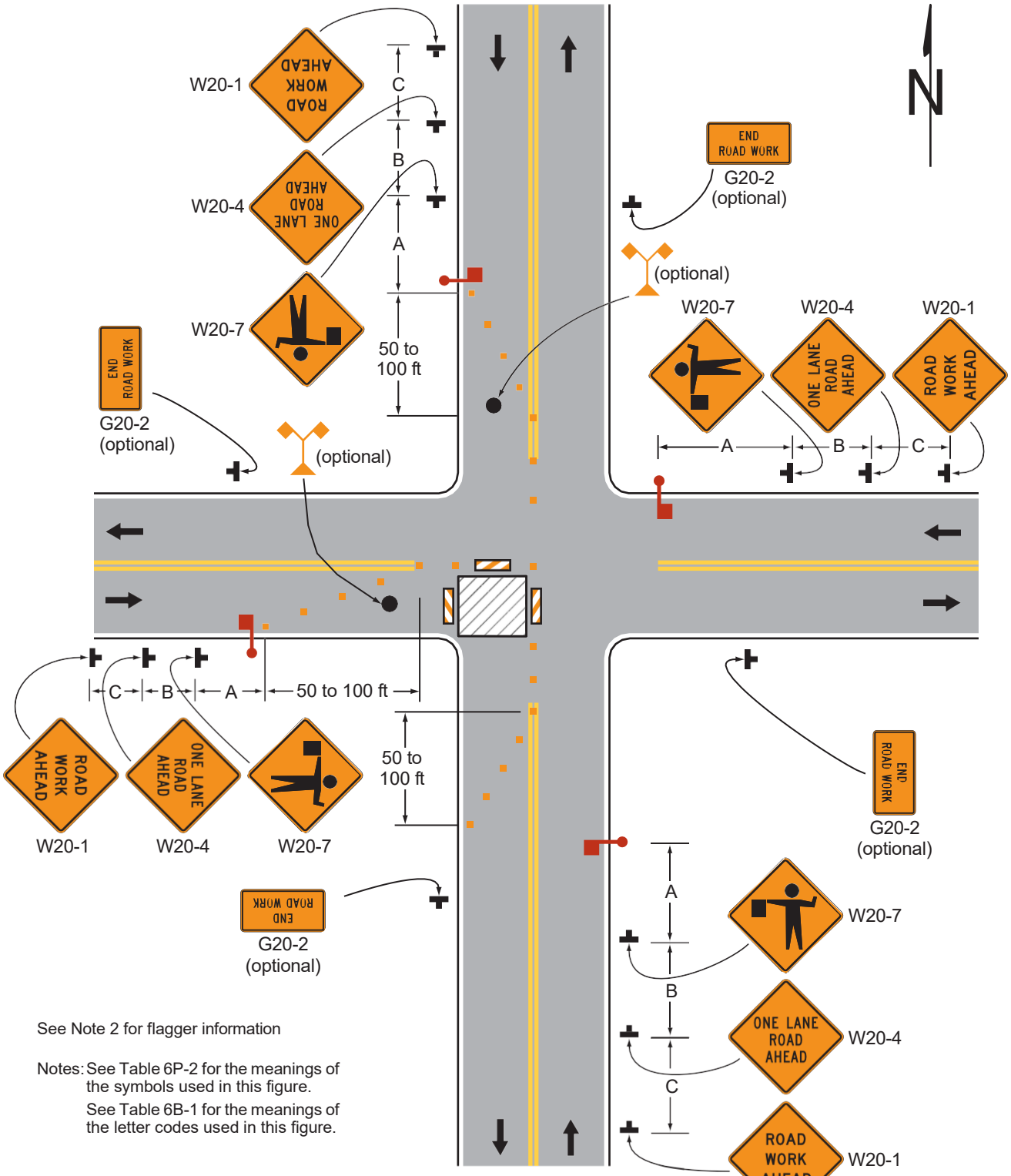
Option:

10. Positive protection devices may be used per Section 6M.02.
11. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

12. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6P-27. Closure at the Side of an Intersection (TA-27)



See Note 2 for flagger information

Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 27

Notes for Figure 6P-28—Typical Application 28
Sidewalk Detour or Diversion

Standard:

1. **When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. A pedestrian channelizing device (see Figure 6K-2) that is detectable by a person with a vision disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.**
2. **When used, temporary ramps shall provide a 12:1 (8.33%) or flatter slope, with a slip-resistant surface. The ramp landing area shall provide a 48-inch x 48-inch minimum area with a 2% or flatter cross-slope.**
3. **When used, Longitudinal Channelizing Devices used for temporary pedestrian routes shall comply with Section 6K.02.**
4. **Temporary traffic barriers, if used, shall comply with the provisions of Section 6M.02.**
5. **SIDEWALK CLOSED CROSS HERE signs shall include audible information devices to provide adequate communication to pedestrians with vision disabilities.**
6. **Audible information devices shall be provided where midblock sidewalk closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians with vision disabilities.**

Guidance:

7. *The surface of an alternate pathway should meet the requirements of the U.S. Department of Justice 2010 ADA Standards for Accessible Design, September 15, 2010, 28 CFR 35 and 36, Americans with Disabilities Act of 1990.*
8. *The protective requirements of a TTC situation have priority in determining the need for temporary traffic barriers and their use in this situation should be based on engineering judgment.*

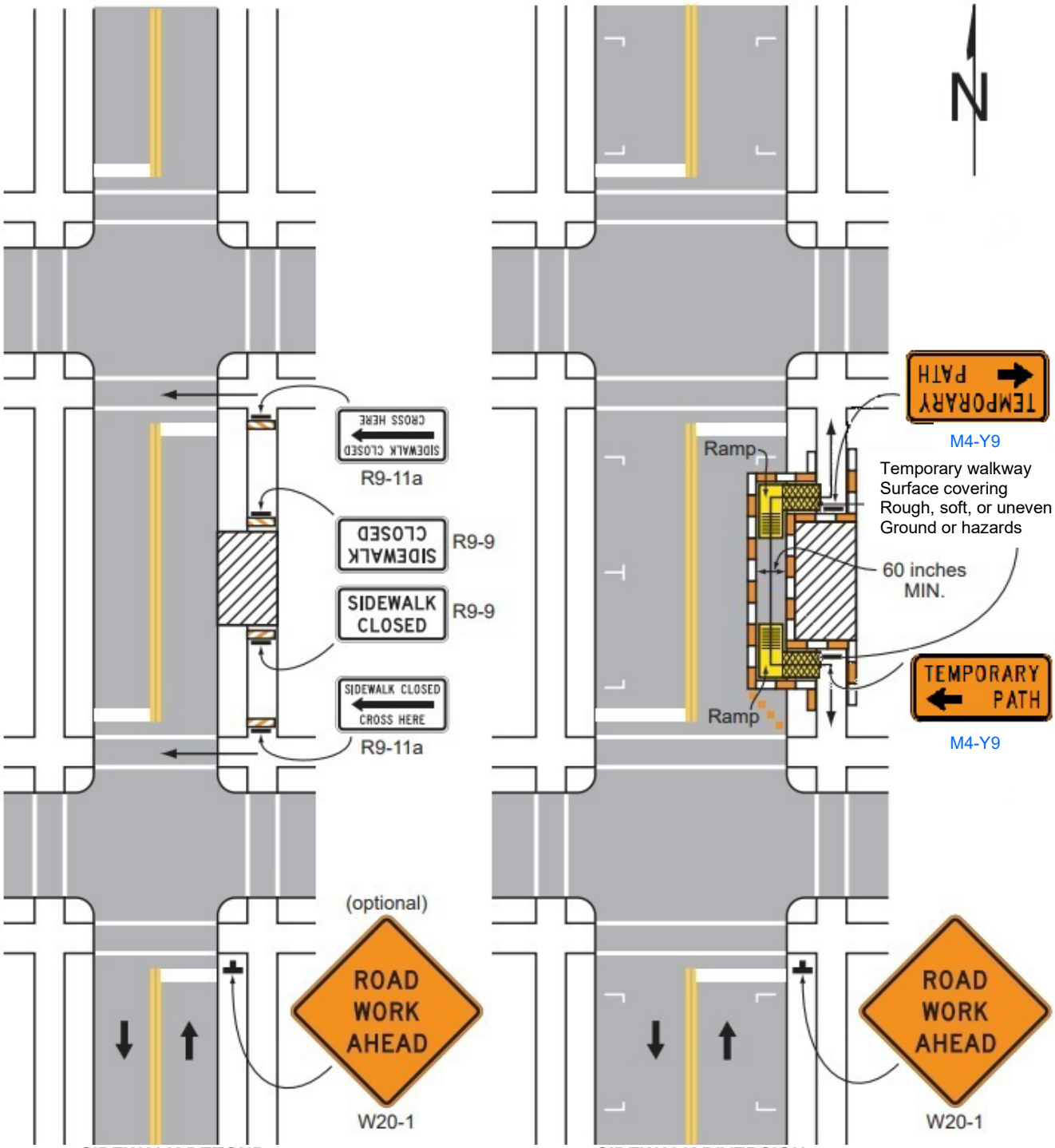
Option:

9. Street lighting may be considered.
10. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS signs, may be used to control vehicular traffic.
11. For nighttime closures, Type A Flashing warning lights may be used on barricades that support signs and close sidewalks.
12. Type C Steady-Burn or Type D 360-degree Steady-Burn warning lights may be used on channelizing devices separating the temporary sidewalks from vehicular traffic flow.
13. Signs, such as KEEP RIGHT (LEFT), may be placed along a temporary sidewalk to guide or direct pedestrians.
14. The width of the alternate pedestrian route may be 48 inches with a passing area of 60 inches every 200 feet.

Support:

15. The TEMPORARY PATH sign is used for sidewalk diversions where the pedestrian route is not readily apparent.

Figure 6P-28. Sidewalk Detour or Diversion (TA-28)



Typical Application 28

Note: See Table 6P-2 for the meanings of the symbols used in this figure.

Notes for Figure 6P-29—Typical Application 29
Crosswalk Closures and Pedestrian Detours

Standard:

1. **When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.**
2. **Curb parking shall be prohibited for at least 50 feet in advance of the midblock crosswalk.**
3. **SIDEWALK CLOSED CROSS HERE signs shall include audible information devices to provide adequate communication to pedestrians with vision disabilities.**
4. **Audible information devices shall be provided where midblock sidewalk closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians with vision disabilities.**

Guidance:

5. *Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.*

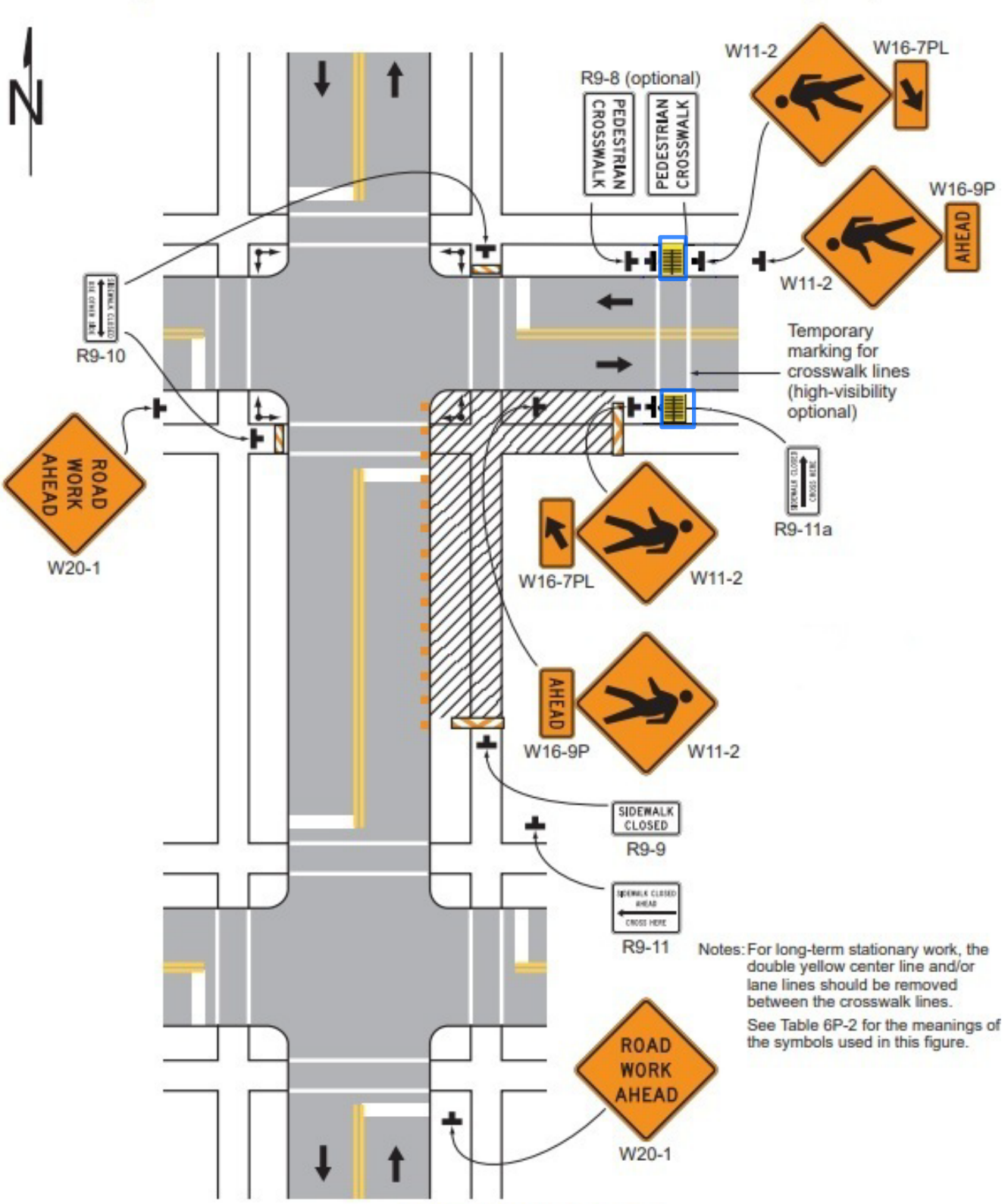
Option:

6. Street lighting may be considered.
7. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS signs, may be used to control vehicular traffic.
8. For nighttime closures, Type A Flashing warning lights may be used on barricades supporting signs and closing sidewalks.
9. Type C Steady-Burn or Type D 360-degree Steady-Burn warning lights may be used on channelizing devices separating the work space from vehicular traffic.
10. In order to maintain the systematic use of the fluorescent yellow-green background for pedestrian, bicycle, and school warning signs in a jurisdiction, the fluorescent yellow-green background for pedestrian, bicycle, and school warning signs may be used in TTC zones.
11. Positive protection devices may be used per Section 6M.02.

Support:

12. See Section 6C.02 for information on accommodating the needs of pedestrians with disabilities.

Figure 6P-29. Crosswalk Closures and Pedestrian Detours (TA-29)



Typical Application 29

Notes for Figure 6P-30—Typical Application 30 Interior Lane Closure on a Multi-Lane Street

Guidance:

1. *This information applies to low-speed, low-volume urban streets. Where speed or volume is higher, additional signing such as LEFT LANE CLOSED XX FT should be used between the signs shown.*

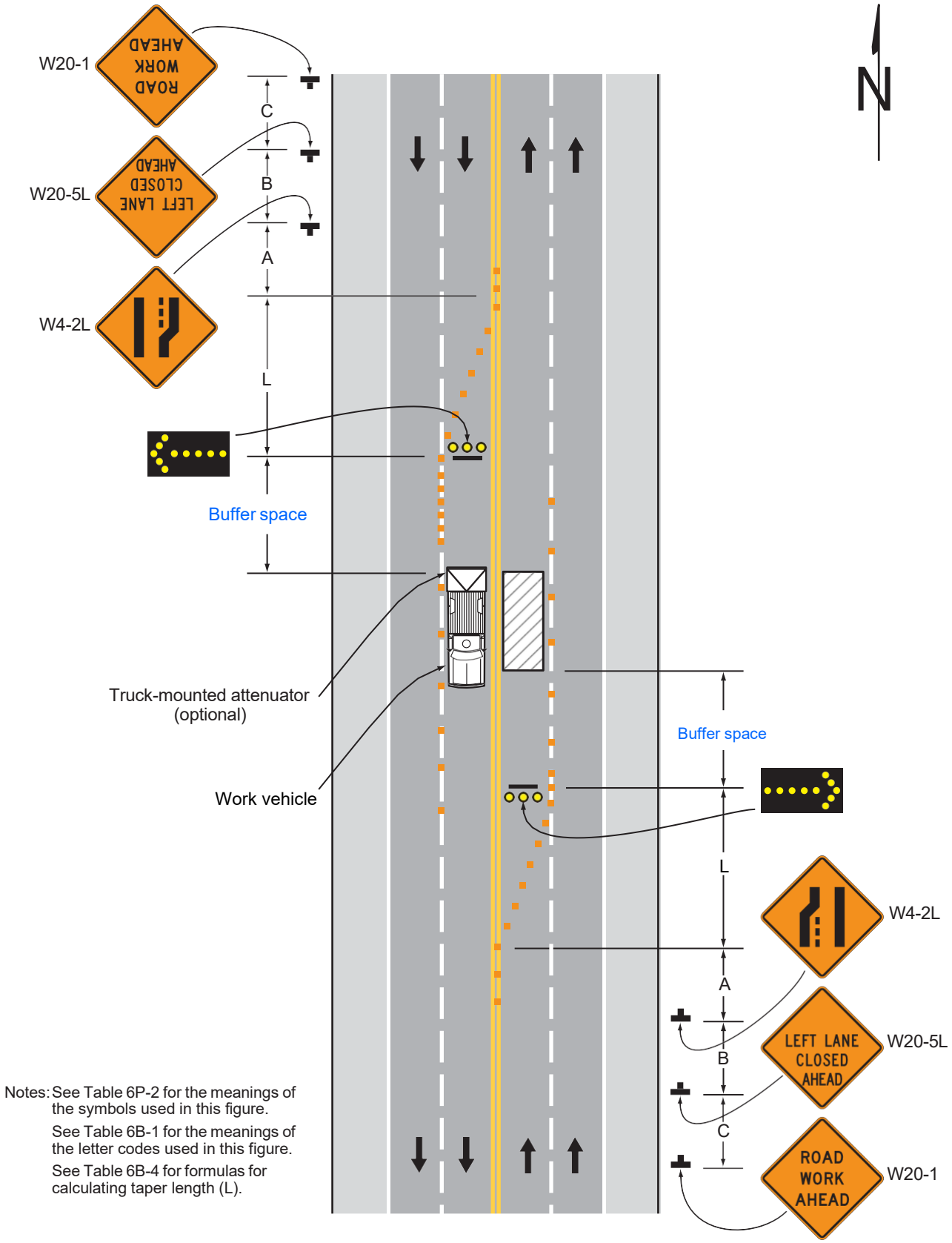
Option:

2. Positive protection devices may be used per Section 6M.02.
3. Shadow vehicles with a truck-mounted attenuator may be used.

Support:

4. The closure of the adjacent interior lane in the opposing direction might not be necessary, depending upon the activity being performed and the work space needed for the operation.
5. A buffer space is typically provided after a merge taper on a multi-lane street.

Figure 6P-30. Interior Lane Closure on a Multi-Lane Street (TA-30)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.
See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 30

Notes for Figure 6P-31—Typical Application 31
Lane Closure on a Street with Uneven Directional Volumes

Standard:

1. **The illustrated information shall be used only when the vehicular traffic volume indicates that two lanes of vehicular traffic shall be maintained in the direction of travel for which one lane is closed.**

Option:

2. The procedure may be used during a peak period of vehicular traffic and then changed to provide two lanes in the other direction for the other peak.

Guidance:

3. *For high speeds, a LEFT LANE CLOSED XX FT sign should be added for vehicular traffic approaching the lane closure, as shown in Figure 6P-32.*
4. *Conflicting pavement markings should be removed for long-term projects. For short-term and intermediate-term projects where this is impracticable, the channelizing devices in the area where the pavement markings conflict should be placed at a maximum spacing of ½ S feet where S is the speed in mph. Temporary markings should be installed where needed.*
5. *If the lane shift has curves with recommended speeds of 30 mph or less, Reverse Turn signs should be used.*
6. *Where the shifted section is long, a Reverse Curve sign should be used to show the initial shift and a second sign should be used to show the return to the normal alignment.*
7. *If the tangent distance along the temporary diversion is less than 600 feet, the Double Reverse Curve sign should be used at the location of the first Two Lane Reverse Curve sign. The second Two Lane Reverse Curve sign should be omitted.*

Standard:

8. **Except as provided in Note 11 below, the number of lanes illustrated on the Reverse Curve or Double Reverse Curve signs shall be the same as the number of through lanes available to road users, and the direction of the reverse curves shall be appropriately illustrated.**

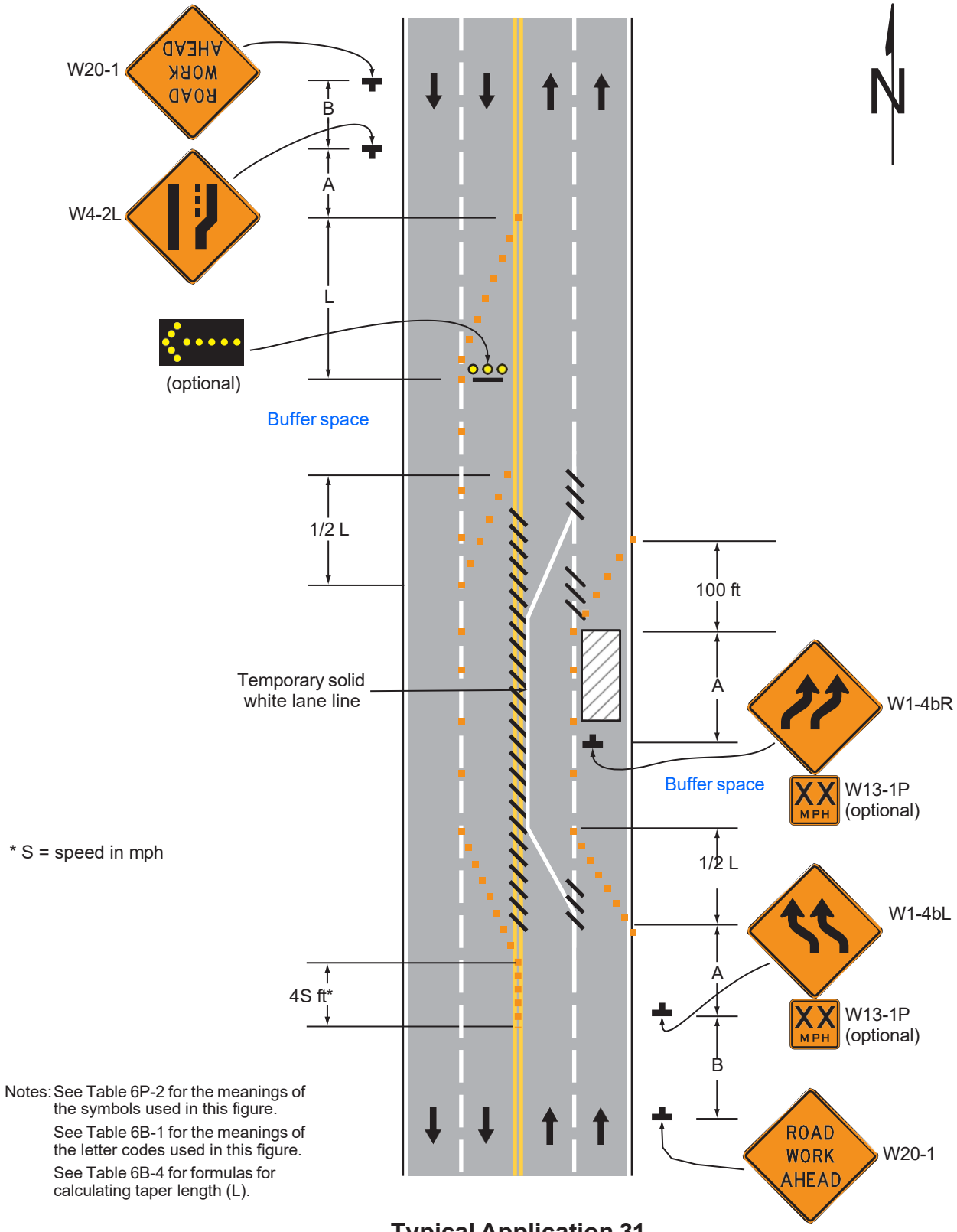
Option:

9. Positive protection devices may be used per Section 6M.02.
10. A longitudinal buffer space may be used in the activity area to separate opposing vehicular traffic.
11. Where two or more lanes are being shifted, a Reverse Curve (or Reverse Turn) sign with an ALL LANES plaque (see Figure 6H-1) may be used instead of a sign that illustrates the number of lanes.
12. Where more than three lanes are being shifted, the Reverse Curve (or Turn) sign may be rectangular.
13. A work vehicle or a shadow vehicle may be equipped with a truck-mounted attenuator.

Support:

14. A buffer space is typically provided after a merge taper on a multi-lane street.

Figure 6P-31. Lane Closure on a Street with Uneven Directional Volumes (TA-31)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.
See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 31

Notes for Figure 6P-32—Typical Application 32
Half Road Closure on a Multi-Lane, High-Speed Highway

Standard:

1. **Pavement markings no longer applicable shall be removed or obliterated as soon as practical. Except for intermediate-term and short-term situations, temporary markings shall be provided to clearly delineate the temporary travel path. For short-term and intermediate-term situations where it is not feasible to remove and restore pavement markings, channelization shall be made dominant by using a very close device spacing.**

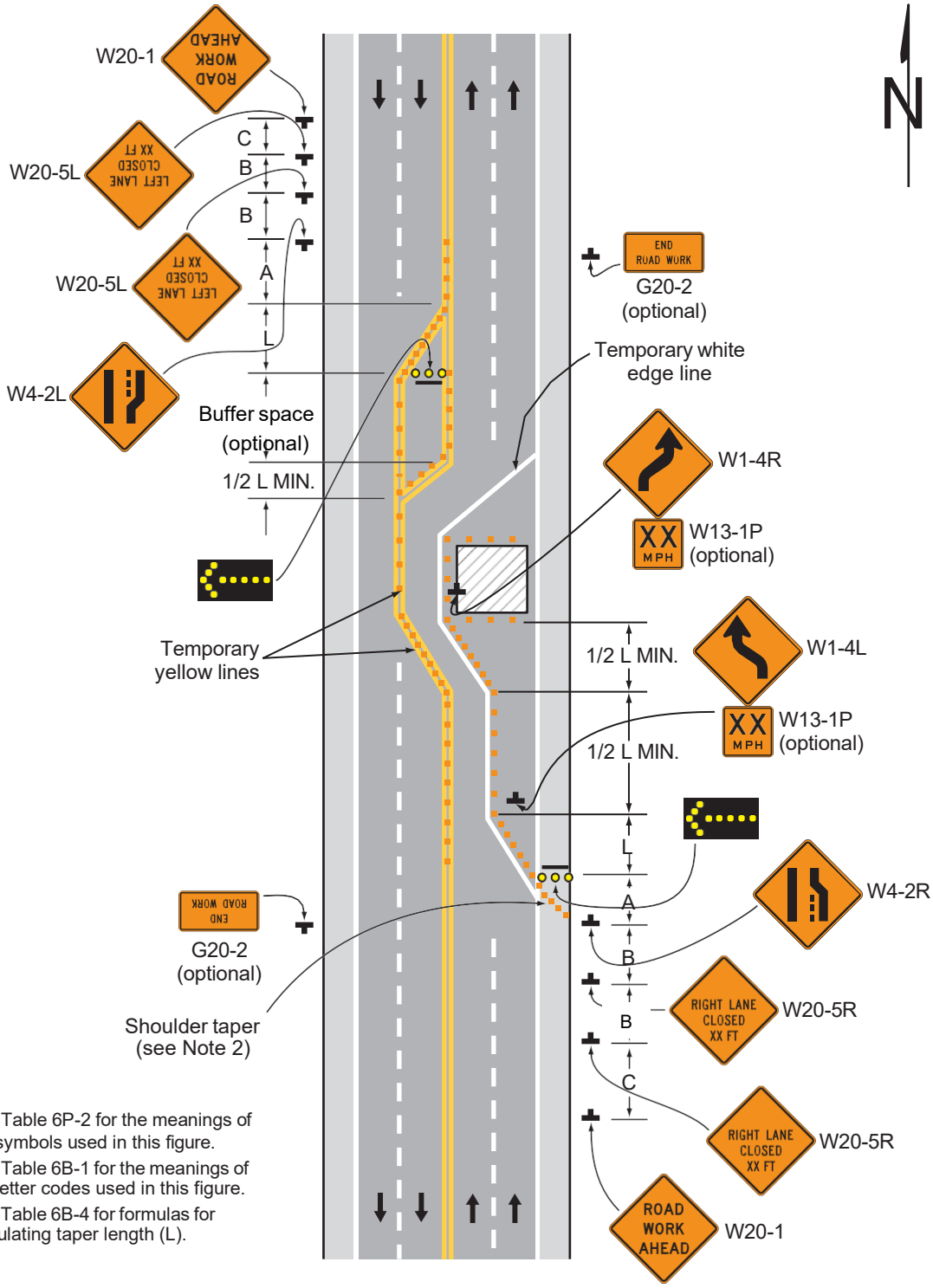
Guidance:

2. *When paved shoulders having a width of 8 feet or more are closed, channelizing devices should be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.*
3. *Where channelizing devices are used instead of pavement markings, the maximum spacing should be ½ S feet where S is the speed in mph.*
4. *If the tangent distance along the temporary diversion is less than 600 feet, a Double Reverse Curve sign should be used instead of the first Reverse Curve sign, and the second Reverse Curve sign should be omitted.*

Option:

5. Positive protection devices may be used per Section 6M.02.
6. Warning lights may be used to supplement channelizing devices at night.
7. A truck-mounted attenuator may be used on the work vehicle and/or the shadow vehicle.

Figure 6P-32. Half Road Closure on a Multi-Lane, High-Speed Highway (TA-32)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.
See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 32

Notes for Figure 6P-33—Typical Application 33 Stationary Lane Closure on a Divided Highway

Standard:

1. **This information also shall be used when work is being performed in the lane adjacent to the median on a divided highway. In this case, the LEFT LANE CLOSED signs and the corresponding Lane Ends signs shall be substituted.**
2. **When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.**

Guidance:

3. *When paved shoulders having a width of 8 feet or more are closed, channelizing devices should be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.*

Option:

4. A truck-mounted attenuator may be used on the work vehicle and/or shadow vehicle.
5. Positive protection devices may be used per Section 6M.02.

Support:

6. Where conditions permit, restricting all vehicles, equipment, workers, and their activities to one side of the roadway might be advantageous.

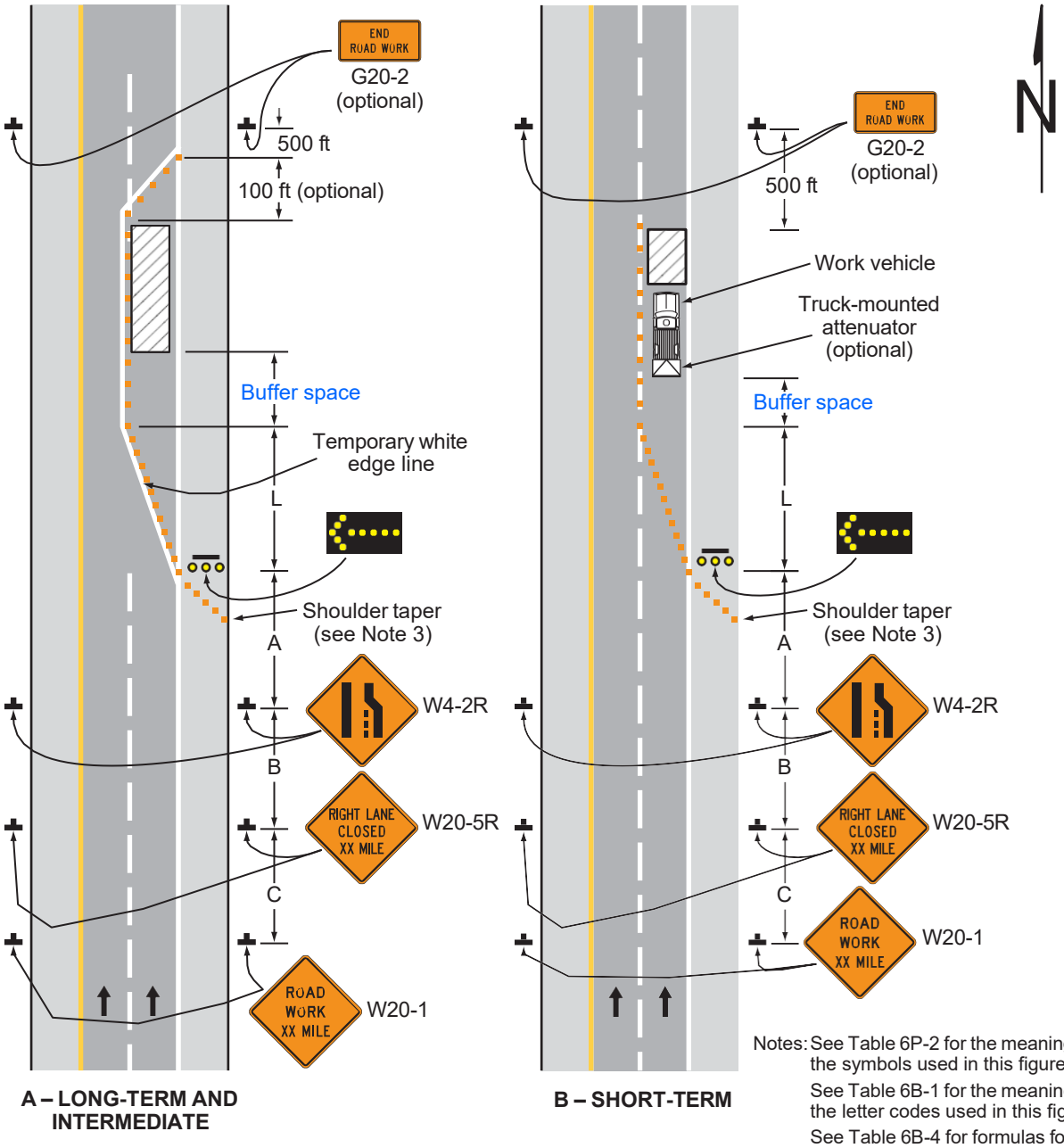
Standard:

7. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

Support:

8. A buffer space is typically provided after a merge taper on a divided highway.

Figure 6P-33. Stationary Lane Closure on a Divided Highway (TA-33)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.
See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 33

Notes for Figure 6P-34—Typical Application 34 Lane Closure with a Temporary Traffic Barrier

Standard:

1. **This information also shall be used when work is being performed in the lane adjacent to the median on a divided highway. In this case, the LEFT LANE CLOSED signs and the corresponding Lane Ends signs shall be substituted.**

Guidance:

2. *For long-term lane closures on facilities with permanent edge lines, a temporary edge line should be installed from the upstream end of the merging taper to the downstream end of the downstream taper, and conflicting pavement markings should be removed.*
3. *The use of a barrier should be based on engineering judgment.*

Standard:

4. **Temporary traffic barriers, if used, shall comply with the provisions of Section 6M.02.**
5. **The barrier shall not be placed along the merging taper. The lane shall first be closed using channelizing devices and pavement markings.**

Option:

6. Type C Steady-Burn warning lights may be placed on channelizing devices and the barrier parallel to the edge of pavement for nighttime lane closures.
7. The barrier shown in this typical application is an example of one method that may be used to close a lane for a long-term project. If the work activity permits, a movable barrier may be used and relocated to the shoulder during non-work periods or peak-period vehicular traffic conditions, as appropriate.

Standard:

8. **If a movable barrier is used, the temporary white edge line shown in the typical application shall not be used. During the period when the right-hand lane is opened, the sign legends and the channelization shall be changed to indicate that only the shoulder is closed, as illustrated in Figure 6P-5. The arrow board, if used, shall be placed at the downstream end of the shoulder taper and shall display the caution mode.**

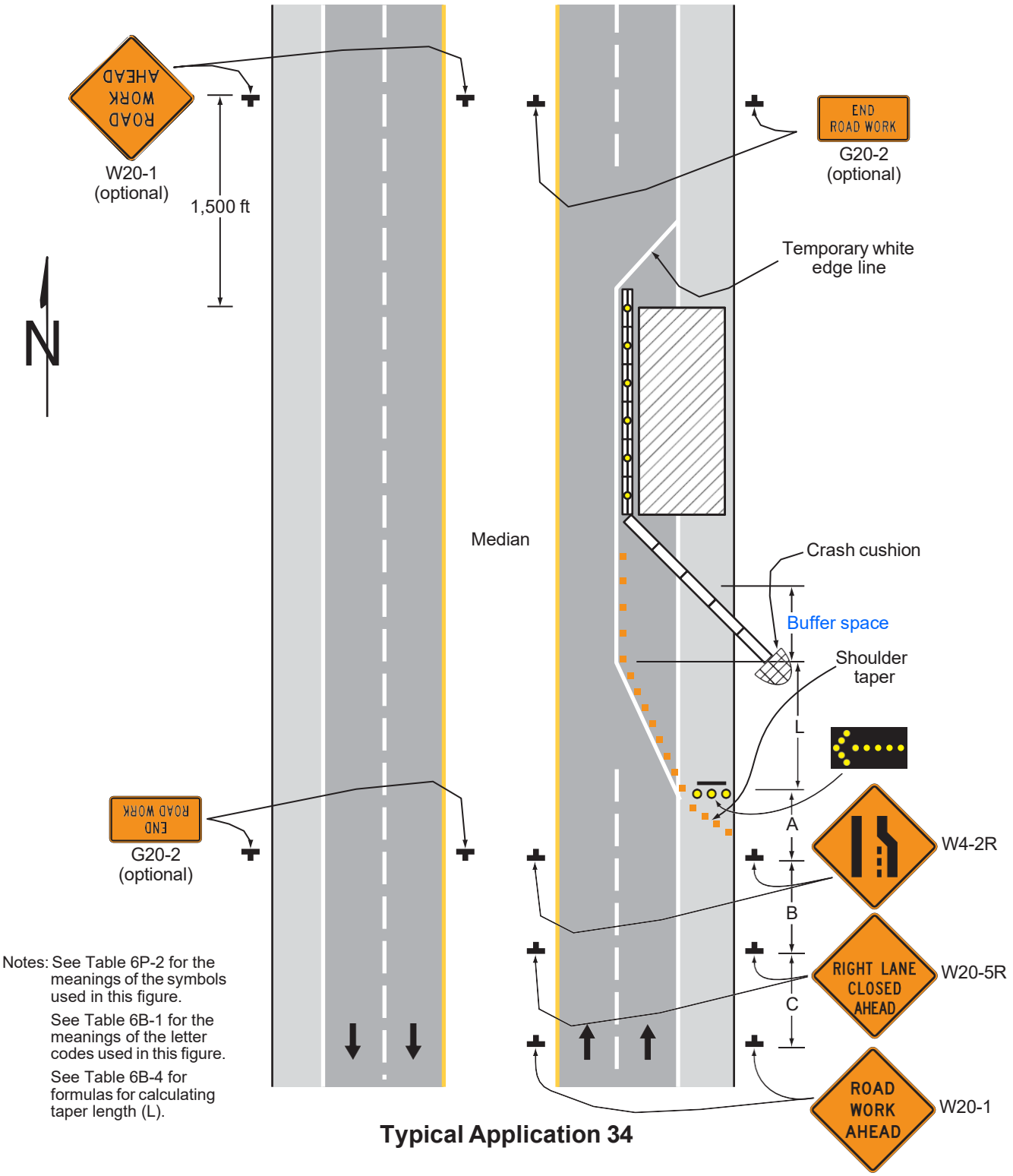
Guidance:

9. *If a movable barrier is used, the shift should be performed in the following manner. When closing the lane, the lane should be initially closed with channelizing devices placed along a merging taper using the same information employed for a stationary lane closure. The lane closure should then be extended with the movable-barrier transfer vehicle moving with vehicular traffic. When opening the lane, the movable-barrier transfer vehicle should travel against vehicular traffic from the termination area to the transition area. The merging taper should then be removed using the same information employed for a stationary lane closure.*

Support:

10. A buffer space is typically provided after a merge taper on a divided highway.

Figure 6P-34. Lane Closure with a Temporary Traffic Barrier (TA-34)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 34

Notes for Figure 6P-35—Typical Application 35
Mobile Operation on a Multi-Lane Road

Standard:

1. **Arrow boards shall, as a minimum, be Type B, with a size of 60 x 30 inches.**
2. **Vehicle-mounted signs shall be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs shall be covered or turned from view when work is not in progress.**
3. **Shadow and work vehicles shall display high-intensity rotating, flashing, oscillating, or strobe lights.**
4. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

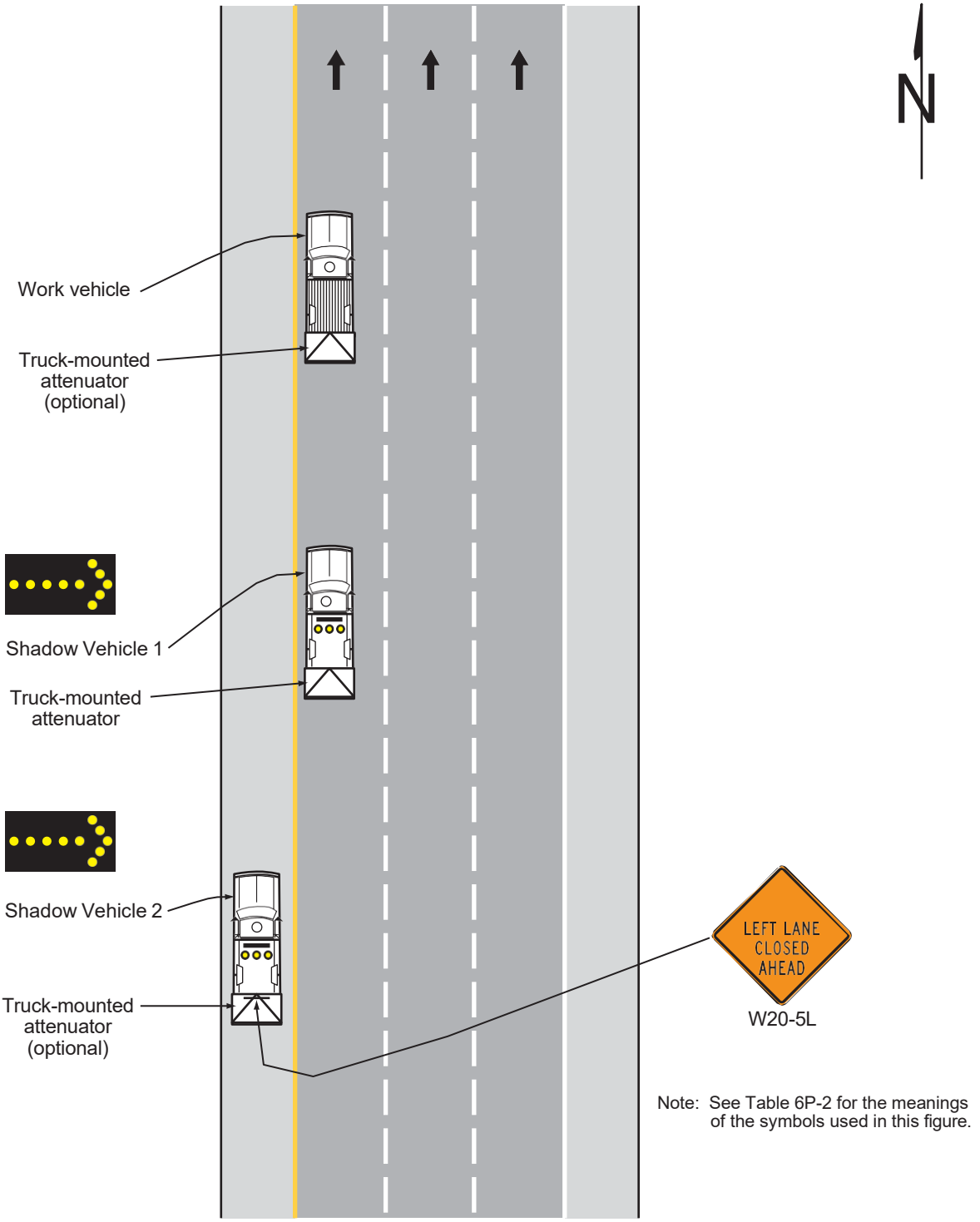
Guidance:

5. *Vehicles used for these operations should be made highly visible with appropriate equipment, such as flags, signs, or arrow boards.*
6. *Shadow Vehicle 1 should be equipped with an arrow board and truck-mounted attenuator.*
7. *Shadow Vehicle 2 should be equipped with an arrow board. An appropriate lane closure sign should be placed on Shadow Vehicle 2 so as not to obscure the arrow board.*
8. *Shadow Vehicle 2 should travel at a varying distance from the work operation so as to provide adequate sight distance for vehicular traffic approaching from the rear.*
9. *The spacing between the work vehicles and the shadow vehicles, and between each shadow vehicle, should be minimized to deter road users from driving in between.*
10. *Work should normally be accomplished during off-peak hours.*
11. *When the work vehicle occupies an interior lane (a lane other than the far right or far left) of a directional roadway having a right-hand shoulder 10 feet or more in width, Shadow Vehicle 2 should drive on the right-hand shoulder with a sign indicating that work is taking place in the interior lane.*

Option:

12. A truck-mounted attenuator may be used on Shadow Vehicle 2.
13. Positive protection devices may be used per Section 6M.02.
14. On high-speed roadways, a third shadow vehicle (not shown) may be used with Shadow Vehicle 1 in the closed lane, Shadow Vehicle 2 straddling the edge line, and Shadow Vehicle 3 on the shoulder.
15. Where adequate shoulder width is not available, Shadow Vehicle 3 may also straddle the edge line.

Figure 6P-35. Mobile Operation on a Multi-Lane Road (TA-35)



Typical Application 35

Notes for Figure 6P-36—Typical Application 36 Lane Shift on a Freeway

Guidance:

1. *The lane shift should be used when the work space extends into either the right-hand or left-hand lane of a divided highway and it is impracticable, for capacity reasons, to reduce the number of available lanes.*

Support:

2. When a lane shift is accomplished by using (1) geometry that meets the design speed at which the permanent highway was designed, (2) full normal cross-section (full lane width and full shoulders), and (3) complete pavement markings, then only the initial general work-zone warning sign is required.

Guidance:

3. *When the conditions in Note 2 above are not met, the information shown in the typical application should be employed and the provisions in Notes 4 through 17 below are applicable.*

Standard:

4. **Temporary traffic barriers, if used, shall comply with the provisions of Section 6M.02.**
5. **The barrier shall not be placed along the shifting taper. The lane shall first be shifted using channelizing devices and pavement markings.**

Guidance:

6. *A warning sign should be used to show the changed alignment.*

Standard:

7. **Except as provided in Note 8 below, the number of lanes illustrated on the Reverse Curve signs shall be the same as the number of through lanes available to road users, and the direction of the reverse curves shall be appropriately illustrated.**

Option:

8. Where two or more lanes are being shifted, a W1-4 (or W1-3) sign with an ALL LANES (W24-1cP) plaque (see Figure 6H-1) may be used instead of a sign that illustrates the number of lanes.
9. Where more than three lanes are being shifted, the Reverse Curve (or Turn) sign may be rectangular.

Guidance:

10. *Where the shifted section is longer than 600 feet, one set of Reverse Curve signs should be used to show the initial shift and a second set should be used to show the return to the normal alignment. If the tangent distance along the temporary diversion is less than 600 feet, a Double Reverse Curve sign should be used instead of the first Reverse Curve sign, and the second Reverse Curve sign should be omitted.*
11. *If a STAY IN LANE sign is used, then solid white lane lines should be used.*

Standard:

12. **The minimum width of the shoulder lane shall be 10 feet.**
13. **For long-term stationary work, existing conflicting pavement markings shall be removed and temporary markings shall be installed before traffic patterns are changed.**

Option:

14. For short-term stationary work, lanes may be delineated by channelizing devices or removable pavement markings instead of temporary markings.

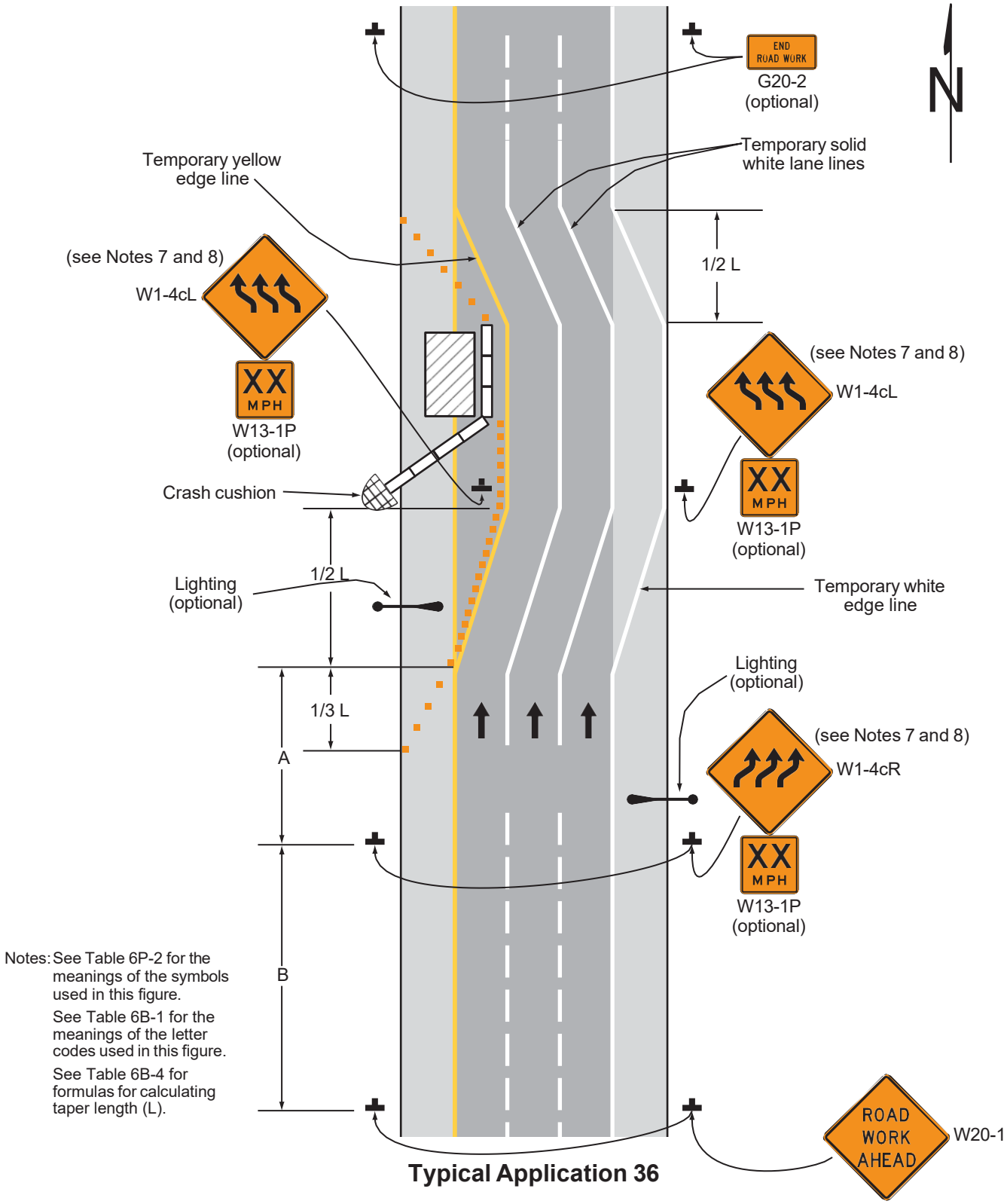
Guidance:

15. *If the shoulder cannot adequately accommodate trucks, trucks should be directed to use the travel lanes.*
16. *The use of a barrier should be based on engineering judgment.*

Option:

17. Type C Steady-Burn warning lights may be placed on channelizing devices and the barrier parallel to the edge of the pavement for nighttime lane closures.

Figure 6P-36. Lane Shift on a Freeway (TA-36)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 36

Notes for Figure 6P-37—Typical Application 37
Double Lane Closure on a Freeway

Standard:

1. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

Guidance:

2. *Ordinarily, the preferred position for the second arrow board is in the closed exterior lane at the upstream end of the second merging taper. However, the second arrow board should be placed in the closed interior lane at the downstream end of the second merging taper in the following situations:*
   a. *When a shadow vehicle is used in the interior closed lane, and the second arrow board is mounted on the shadow vehicle;*
   b. *If alignment or other conditions create any confusion as to which lane is closed by the second arrow board; and*
   c. *When the first arrow board is placed in the closed exterior lane at the downstream end of the first merging taper (the alternative position when the shoulder is narrow).*

Option:

3. Flashing warning lights and/or flags may be used to call attention to the initial warning signs.
4. A truck-mounted attenuator may be used on the shadow vehicle.
5. Positive protection devices may be used per Section 6M.02.
6. If a paved shoulder having a minimum width of 10 feet and sufficient strength is available, the left-hand and adjacent interior lanes may be closed and vehicular traffic carried around the work space on the right-hand lane and a right-hand shoulder.

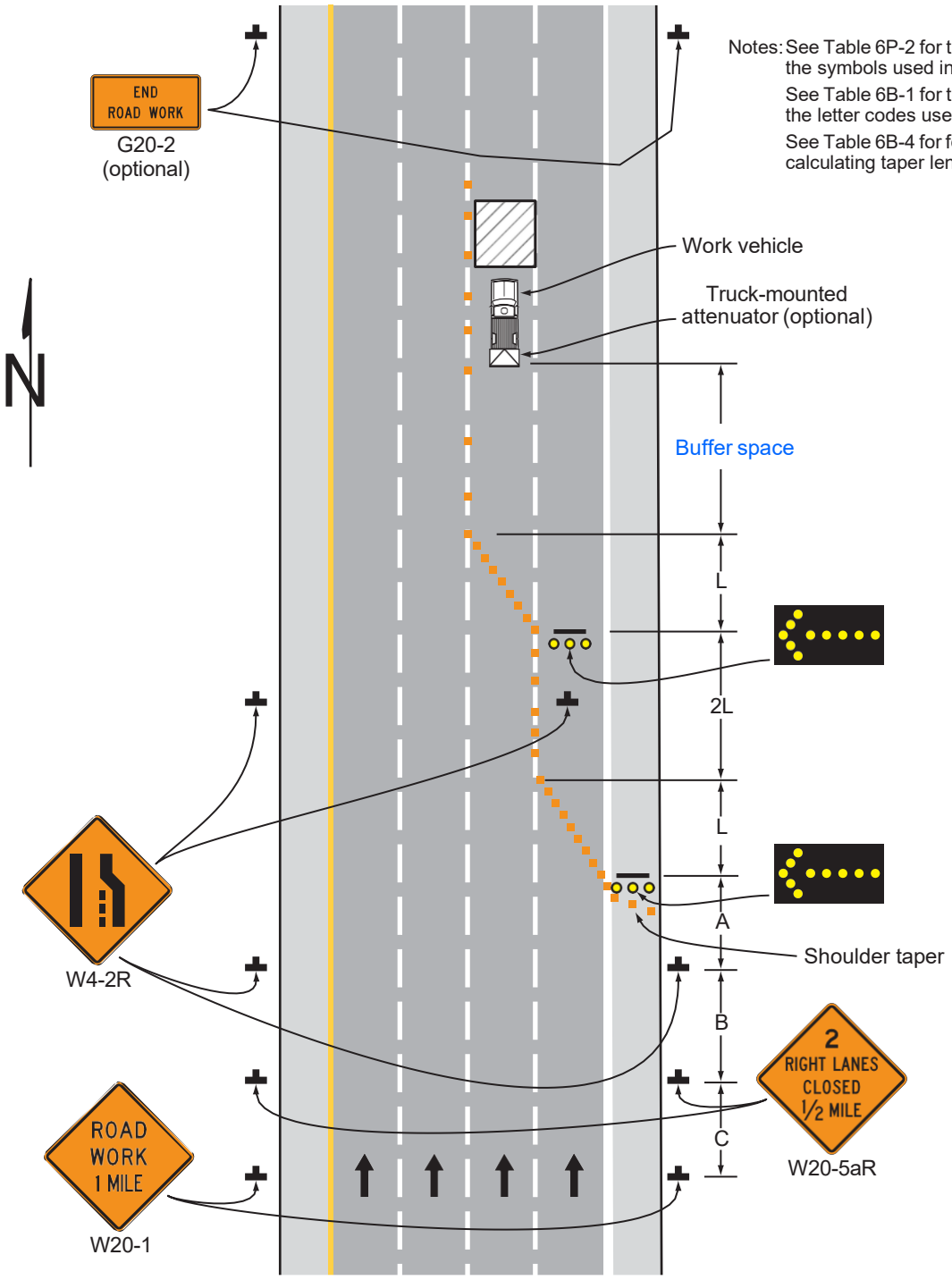
Guidance:

7. *When a shoulder lane is used that cannot adequately accommodate trucks, trucks should be directed to use the normal travel lanes.*

Support:

8. A buffer space is typically provided after a merge taper on a freeway.

Figure 6P-37. Double Lane Closure on a Freeway (TA-37)



Typical Application 37

Notes for Figure 6P-38—Typical Application 38
Interior Lane Closure on a Freeway

Standard:

1. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**
2. **If temporary traffic barriers are installed, they shall comply with the provisions and requirements in Section 6M.02.**
3. **The barrier shall not be placed along the shifting taper. The lane shall first be shifted using channelizing devices and pavement markings.**
4. **For long-term stationary work, existing conflicting pavement markings shall be removed and temporary markings shall be installed before traffic patterns are changed.**

Guidance:

5. *For a long-term closure, a barrier should be used to provide additional safety to the operation in the closed interior lane. A buffer space should be used at the upstream end of the closed interior lane.*
6. *An arrow board displaying an arrow pointing to the right should be placed on the left-hand shoulder at the beginning of the taper.*
7. *For long-term use, the broken lane lines should be made solid white in the two-lane section.*

Option:

8. As an alternative to initially closing the left-hand lane, as shown in the typical application, the right-hand lane may be closed in advance of the interior lane closure with appropriate channelization and signs. The Interior Lane Shift Ahead symbol sign may be mirrored to indicate a right lane shift.
9. A short, single row of channelizing devices in advance of the vehicular traffic split to restrict vehicular traffic to their respective lanes may be added.
10. DO NOT PASS signs may be used.
11. If a paved shoulder having a minimum width of 10 feet and sufficient strength is available, the left-hand and center lanes may be closed and motor vehicle traffic carried around the work space on the right-hand lane and a right-hand shoulder.
12. A work vehicle with a truck-mounted attenuator may be used within the closed interior lane between the buffer space and the work area.
13. Positive protection devices may be used per Section 6M.02.

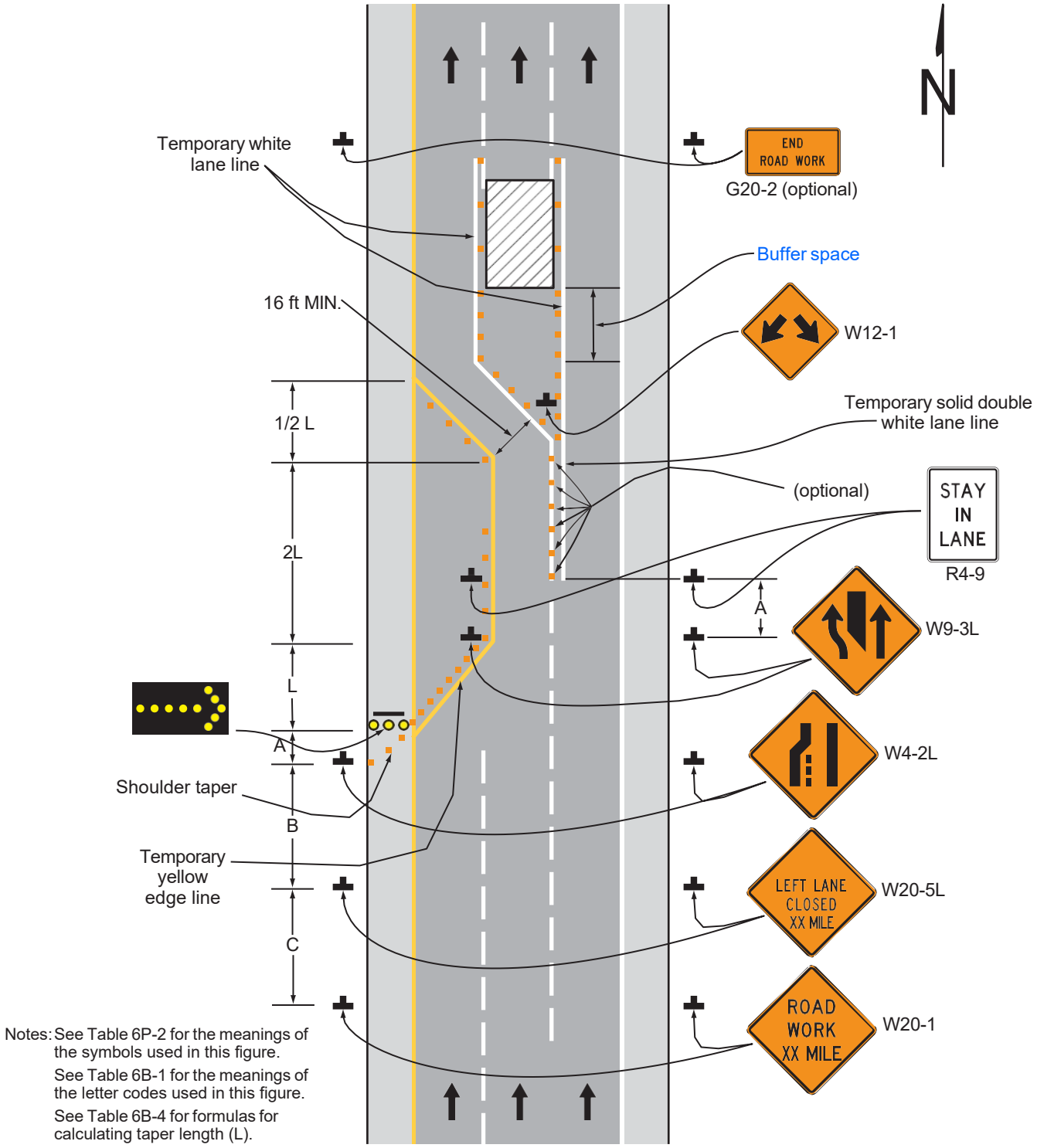
Guidance:

14. *When a shoulder lane is used that cannot adequately accommodate trucks, trucks should be directed to use the normal travel lanes.*

Support:

15. A buffer space is typically provided when the shift taper is a full lane width on a freeway.

Figure 6P-38. Interior Lane Closure on a Freeway (TA-38)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.
See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 38

Notes for Figure 6P-39—Typical Application 39 Median Crossover on a Freeway

Standard:

1. **Channelizing devices or temporary traffic barriers shall be used to separate opposing vehicular traffic.**
2. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

Guidance:

3. *For long-term work on high-speed, high-volume highways, consideration should be given to using a temporary traffic barrier to separate opposing vehicular traffic.*

Option:

4. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic, Do Not Pass, KEEP RIGHT, and DO NOT ENTER signs may be eliminated.
5. The alignment of the crossover may be designed as a reverse curve.

Guidance:

6. *When the crossover follows a curved alignment, the design criteria contained in the "AASHTO Green Book – A Policy On Geometric Design Of Highways And Streets," 7th Edition, 2018, AASHTO should be used.*
7. *When channelizing devices have the potential of leading vehicular traffic out of the intended traffic space, the channelizing devices should be extended a distance in feet of 2 times the speed limit in mph beyond the downstream end of the transition area as depicted.*
8. *Where channelizing devices are used, the Two-Way Traffic signs should be repeated every 1 mile.*

Option:

9. NEXT XX MILES Supplemental Distance plaques may be used with the Two-Way Traffic signs, where XX is the distance to the downstream end of the two-way section.

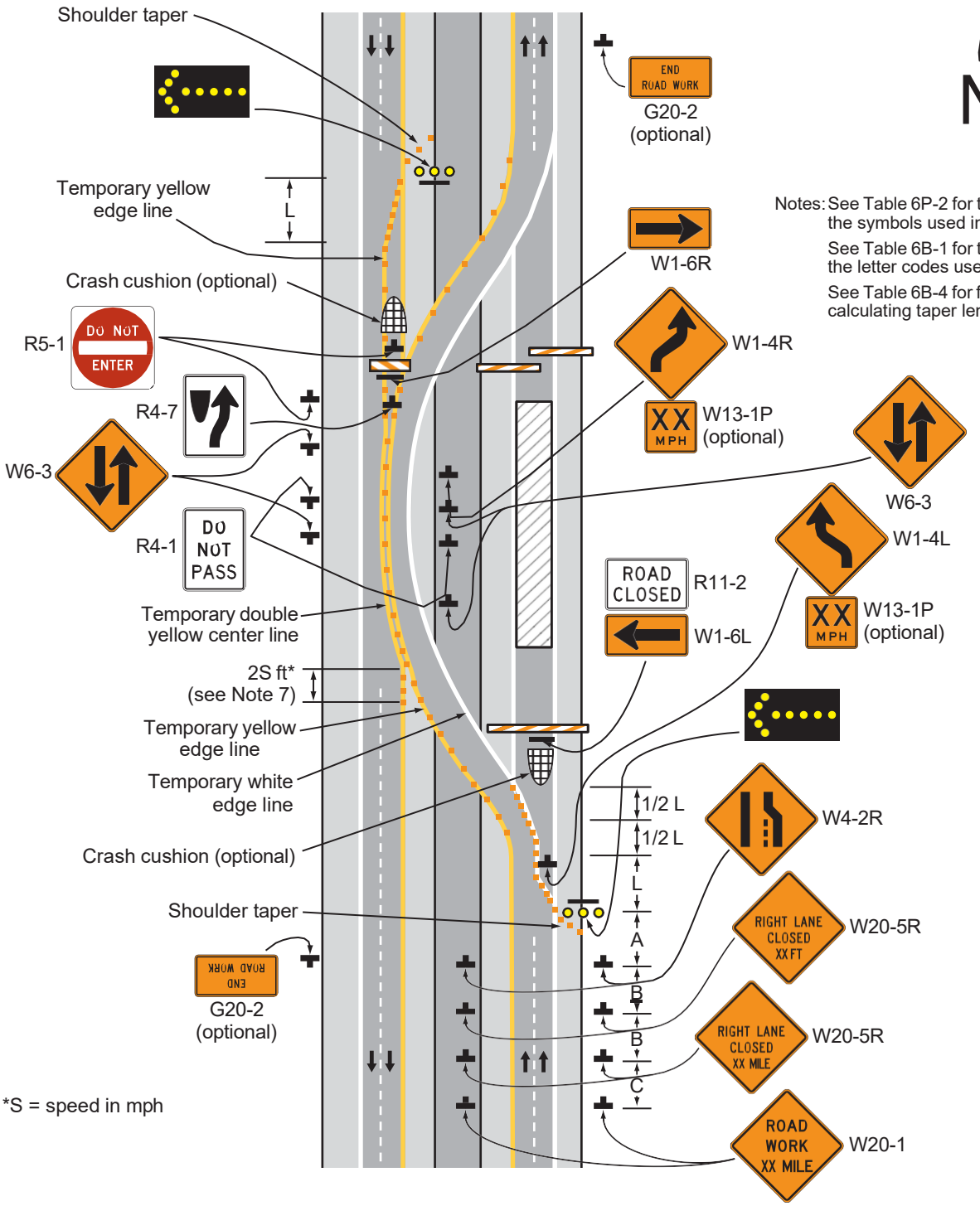
Support:

10. When the distance is sufficiently short that road users entering the section can see the downstream end of the section, they are less likely to forget that there is opposing vehicular traffic.
11. The sign legends for the four pairs of signs approaching the lane closure for the non-crossover direction of travel are not shown. They are similar to the series shown for the crossover direction, except that the left-hand lane is closed.

Option:

12. Positive protection devices may be used per Section 6M.02.

Figure 6P-39. Median Crossover on a Freeway (TA-39)



Typical Application 39

Notes for Figure 6P-40—Typical Application 40 Median Crossover for an Entrance Ramp

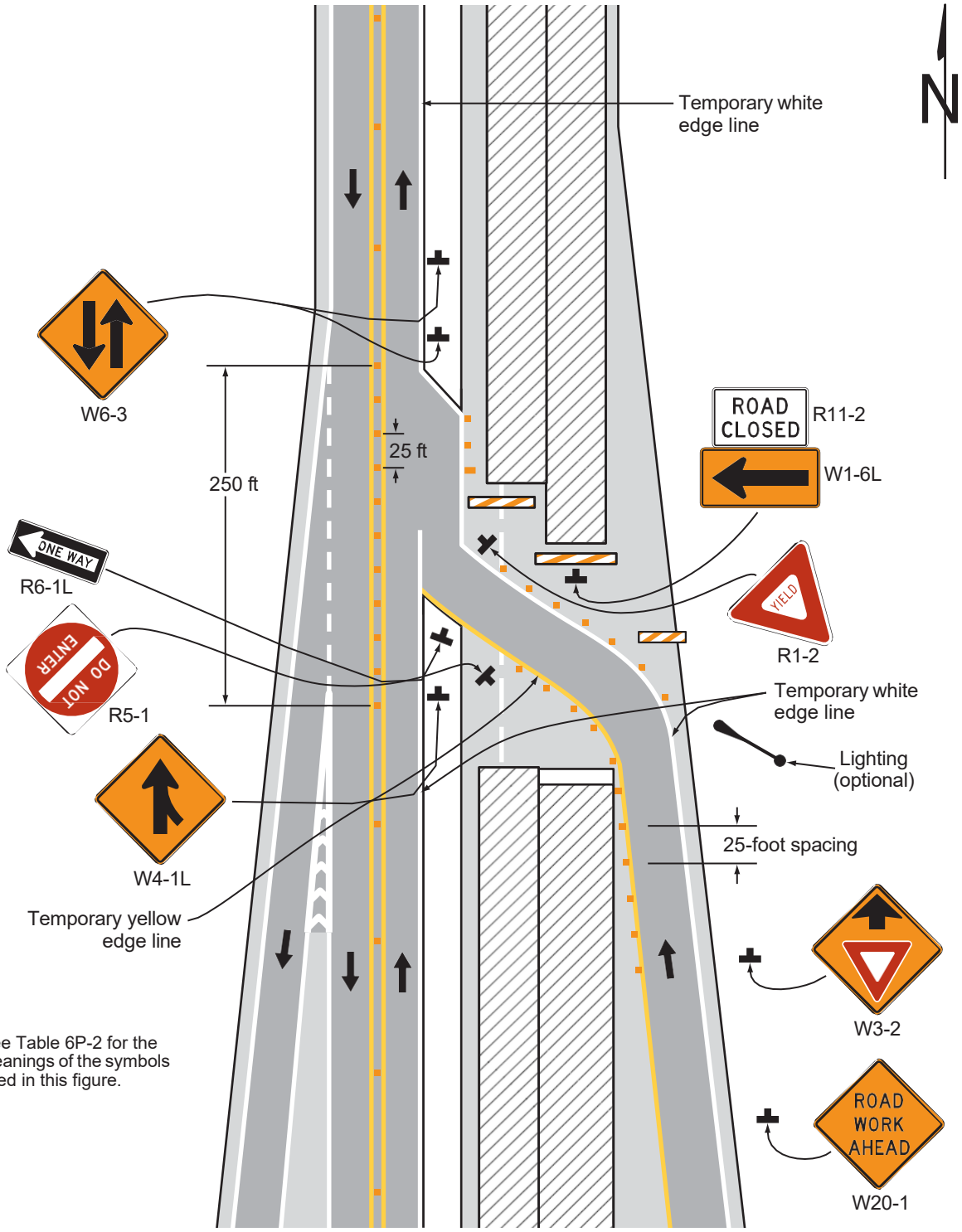
Guidance:

1. *The typical application illustrated should be used for carrying an entrance ramp across a closed directional roadway of a divided highway.*
2. *A temporary acceleration lane should be used to facilitate merging.*
3. *When used, the YIELD or STOP sign should be located far enough forward to provide adequate sight distance of oncoming mainline vehicular traffic to select an acceptable gap, but should not be located so far forward that motorists will be encouraged to stop in the path of the mainline traffic. If needed, yield or stop lines should be installed across the ramp to indicate the point at which road users should yield or stop. Also, a longer acceleration lane should be provided beyond the sign to reduce the gap size needed.*

Option:

4. Positive protection devices may be used per Section 6M.02.
5. If vehicular traffic conditions allow, the ramp may be closed.
6. A broken edge line may be carried across the temporary entrance ramp to assist in defining the through vehicular traffic lane.
7. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic signs and the DO NOT ENTER signs may be eliminated.

Figure 6P-40. Median Crossover for an Entrance Ramp (TA-40)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

Typical Application 40

Notes for Figure 6P-41—Typical Application 41 Median Crossover for an Exit Ramp

Guidance:

1. *This typical application should be used for carrying an exit ramp across a closed directional roadway of a divided highway. The design criteria contained in the "AASHTO Green Book – A Policy On Geometric Design Of Highways And Streets," 7th Edition, 2018, AASHTO should be used for determining the curved alignment.*
2. *The guide signs should indicate that the ramp is open, and where the temporary ramp is located. Conversely, if the ramp is closed, guide signs should indicate that the ramp is closed.*
3. *When the exit is closed, a black-on-orange EXIT CLOSED sign panel should be placed diagonally across the interchange/intersection guide signs and channelizing devices should be placed to physically close the ramp.*
4. *In the situation (not shown) where channelizing devices are placed along the mainline roadway, the devices' spacing should be reduced in the vicinity of the off ramp to emphasize the opening at the ramp itself. Channelizing devices and/or temporary pavement markings should be placed on both sides of the temporary ramp where it crosses the median and the closed roadway.*
5. *Advance guide signs providing information related to the temporary exit should be relocated or duplicated adjacent to the temporary roadway.*

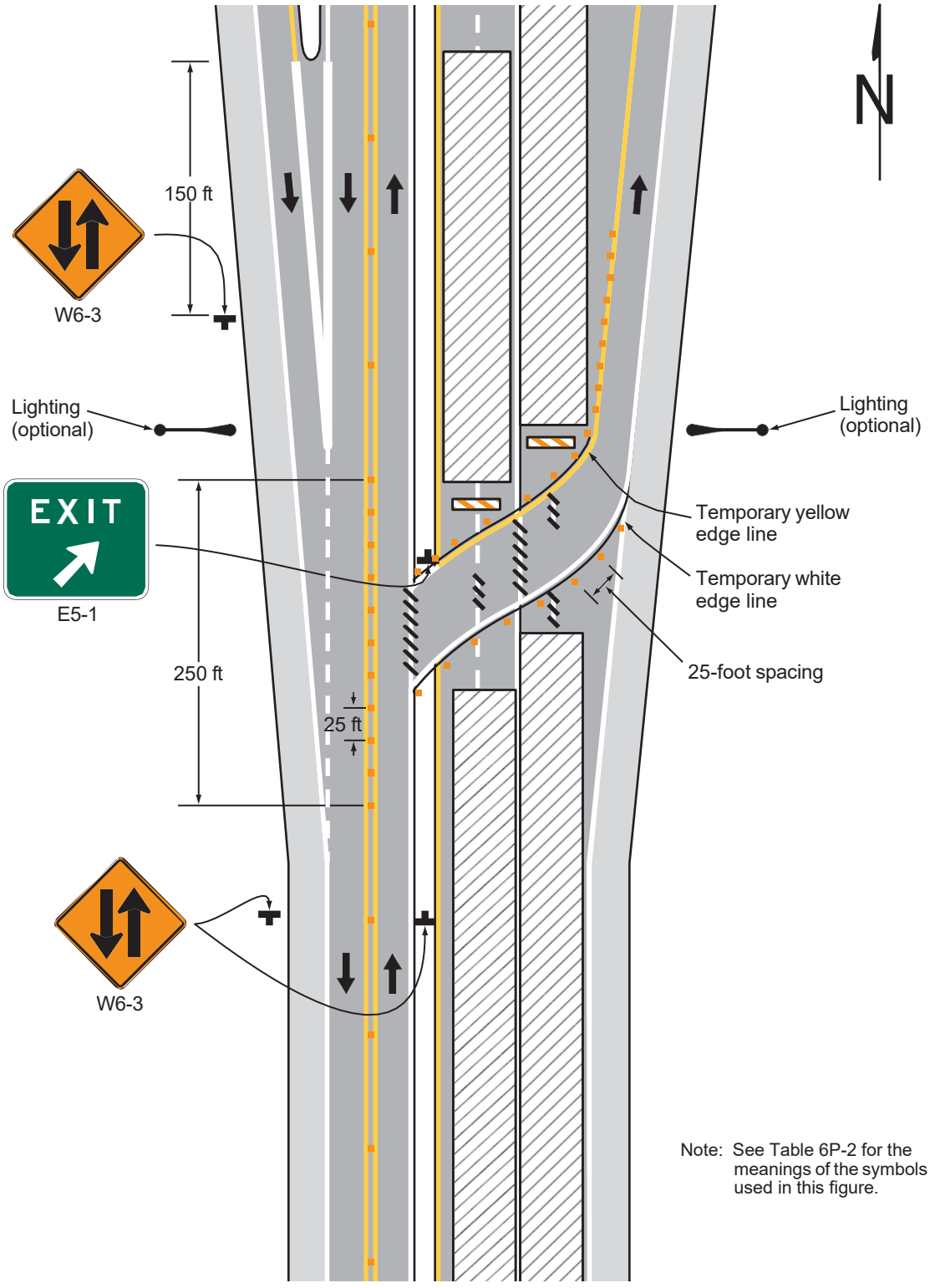
Standard:

6. **A temporary EXIT sign shall be located in the temporary gore. For better visibility, it shall be mounted a minimum of 7 feet from the pavement surface to the bottom of the sign.**

Option:

7. Positive protection devices may be used per Section 6M.02.
8. Guide signs referring to the exit may need to be relocated to the median.
9. The temporary EXIT sign placed in the temporary gore may be either black on orange or white on green.
10. In some instances, a temporary deceleration lane may be useful in facilitating the exiting maneuver.
11. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic signs may be omitted.

Figure 6P-41. Median Crossover for an Exit Ramp (TA-41)



Typical Application 41

Notes for Figure 6P-42—Typical Application 42 Work in the Vicinity of an Exit Ramp

Guidance:

1. *The guide signs should indicate that the ramp is open, and where the temporary ramp is located. However, if the ramp is closed, guide signs should indicate that the ramp is closed.*
2. *When the exit ramp is closed, a black-on-orange EXIT CLOSED sign panel should be placed diagonally across the interchange/intersection guide signs.*
3. *The design criteria contained in the "AASHTO Green Book – A Policy On Geometric Design Of Highways and Streets," 7th Edition, 2018, AASHTO should be used for determining the alignment.*

Standard:

4. **A temporary EXIT sign shall be located in the temporary gore. For better visibility, it shall be mounted a minimum of 7 feet from the pavement surface to the bottom of the sign.**

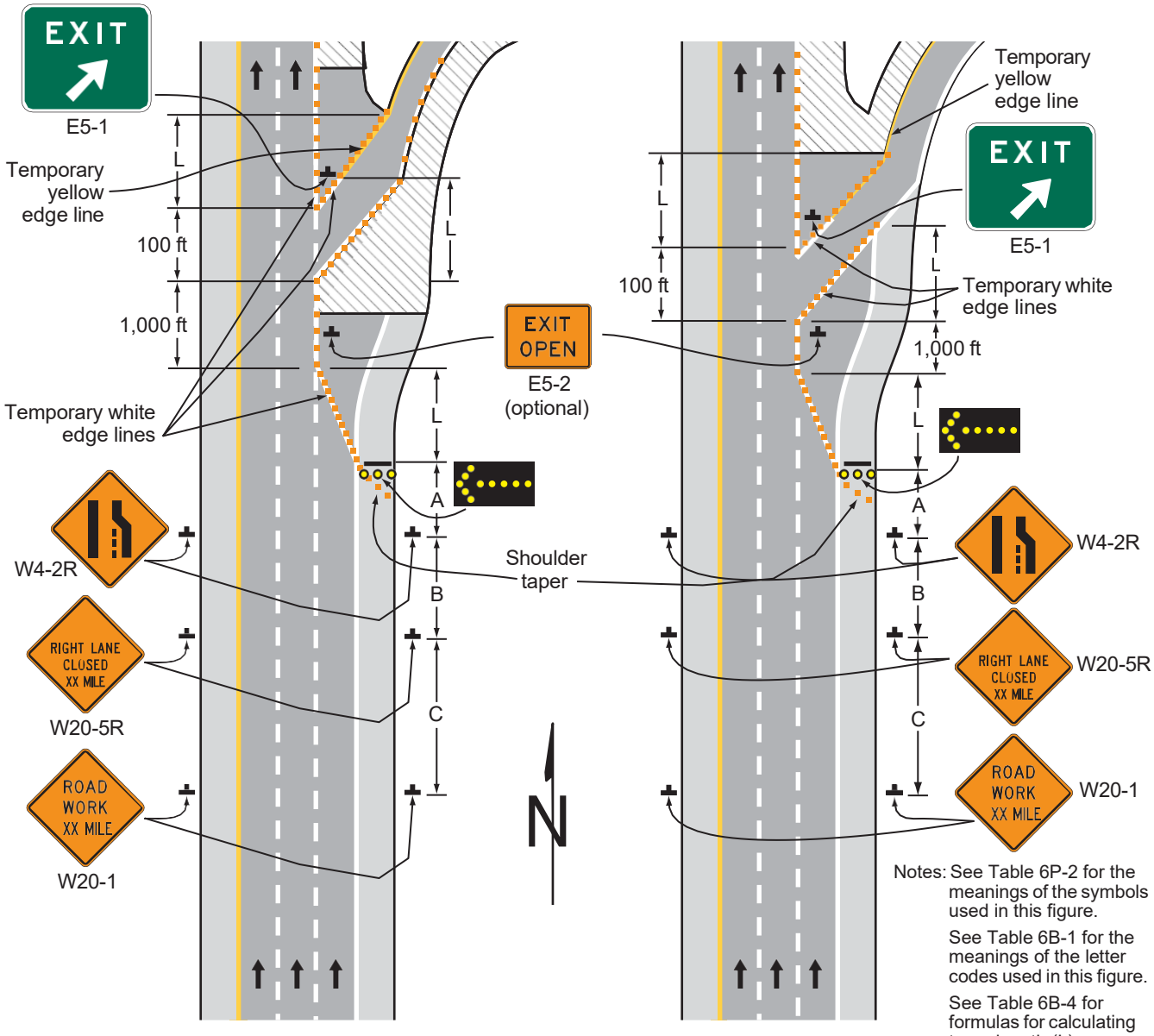
Option:

5. Positive protection devices may be used per Section 6M.02.
6. The temporary EXIT sign placed in the temporary gore may be either black on orange or white on green.
7. An alternative procedure that may be used is to channelize exiting vehicular traffic onto the right-hand shoulder and close the lane as necessary.

Standard:

8. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

Figure 6P-42. Work in the Vicinity of an Exit Ramp (TA-42)



Typical Application 42

Notes for Figure 6P-43—Typical Application 43 Partial Exit Ramp Closure

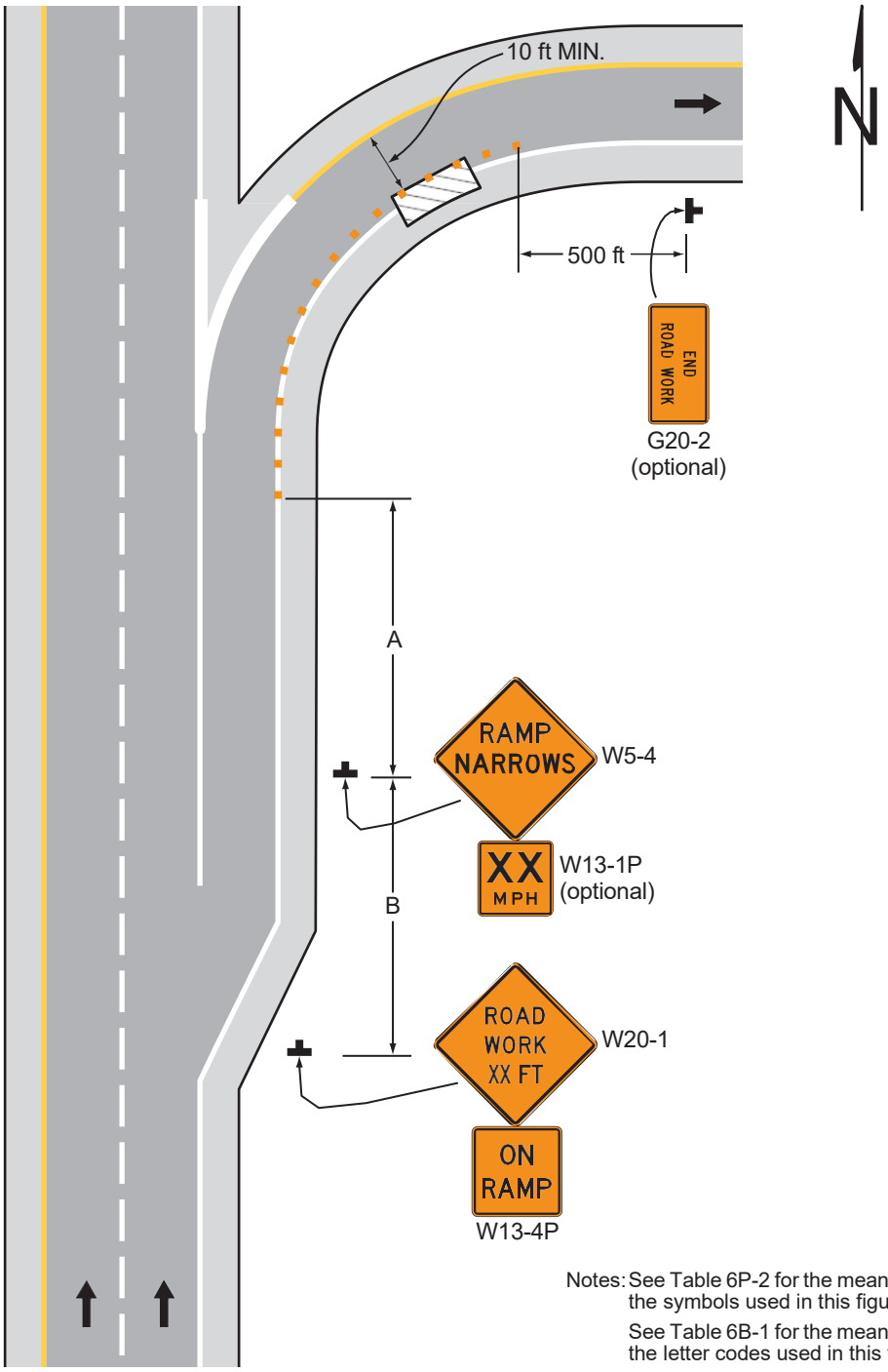
Guidance:

1. *Truck off-tracking should be considered when determining whether the minimum lane width of 10 feet is adequate (see Section 6N.07).*

Option:

2. Positive protection devices may be used per Section 6M.02.

Figure 6P-43. Partial Exit Ramp Closure (TA-43)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 43

Notes for Figure 6P-44—Typical Application 44
Work in the Vicinity of an Entrance Ramp

Guidance:

1. *An acceleration lane of sufficient length should be provided whenever possible as shown on the diagram on the left.*

Standard:

2. **For the information shown on the diagram on the right-hand side of the typical application, where inadequate acceleration distance exists for the temporary entrance, the YIELD sign shall be replaced with STOP signs (one on each side of the approach).**

Guidance:

3. *When used, the YIELD or STOP sign should be located so that ramp vehicular traffic has adequate sight distance of oncoming mainline vehicular traffic to select an acceptable gap in the mainline vehicular traffic flow, but should not be located so far forward that motorists will be encouraged to stop in the path of the mainline traffic. Also, a longer acceleration lane should be provided beyond the sign to reduce the gap size needed. If sufficient gaps are not available, consideration should be given to closing the ramp.*
4. *Where a STOP sign is used, a temporary stop line should be placed across the ramp at the desired stop location.*
5. *The mainline merging taper with the arrow board at its starting point should be located sufficiently in advance so that the arrow board is not confusing to drivers on the entrance ramp, and so that the mainline merging vehicular traffic from the lane closure has the opportunity to stabilize before encountering the vehicular traffic merging from the ramp.*
6. *If the ramp curves sharply to the right, warning signs with advisory speeds located in advance of the entrance terminal should be placed in pairs (one on each side of the ramp).*

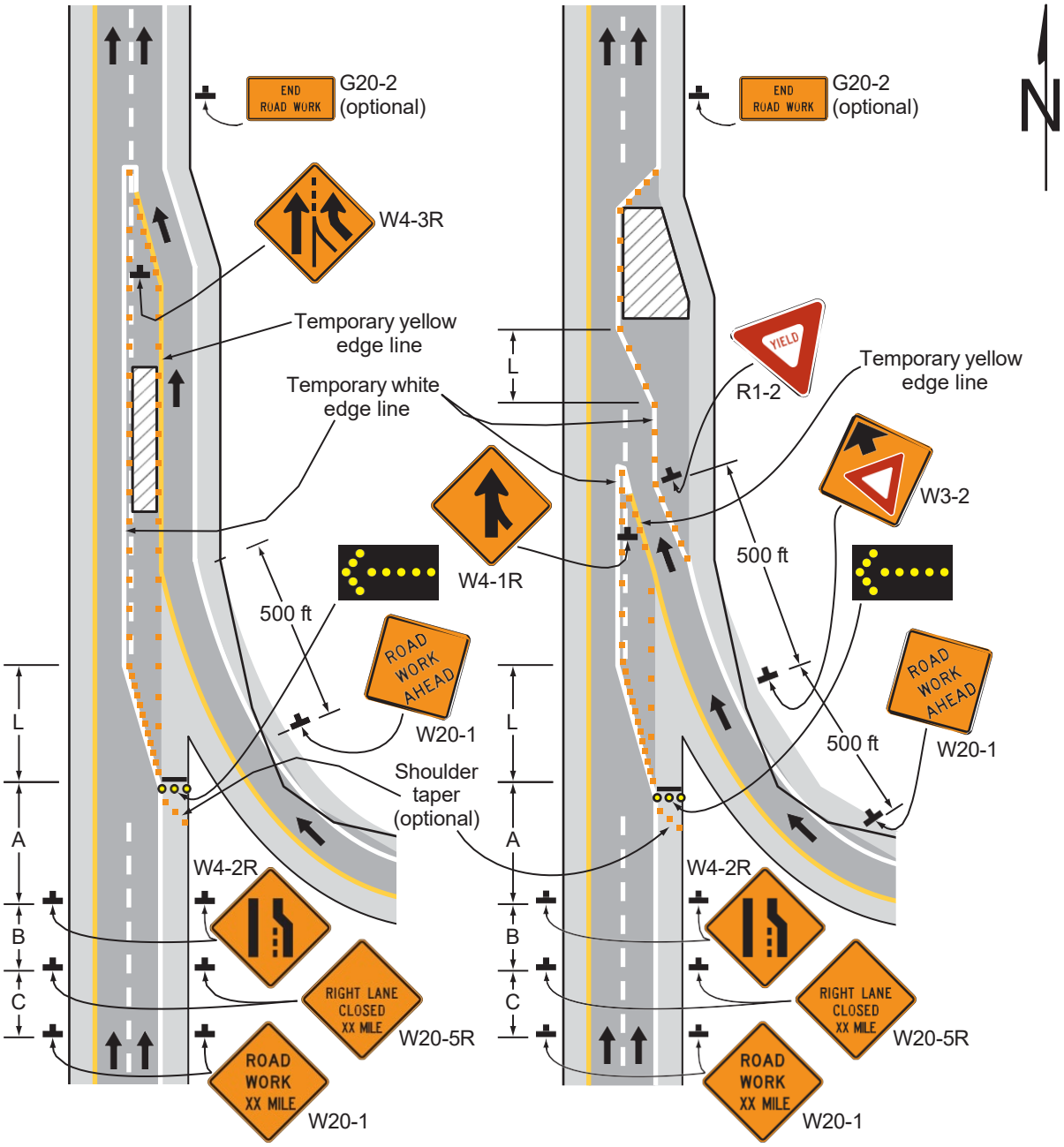
Option:

7. Positive protection devices may be used per Section 6M.02.
8. A Stop Beacon (see Section 4S.05) or a Type B high-intensity warning flasher with a red lens may be placed above the STOP sign.
9. Where the acceleration distance is significantly reduced, a supplemental plaque may be placed below the Yield Ahead sign reading NO MERGE AREA.

Standard:

10. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

Figure 6P-44. Work in the Vicinity of an Entrance Ramp (TA-44)



A – Added lane **B – Merge required**

Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 44

Notes for Figure 6P-45—Typical Application 45 Temporary Reversible Lane Using Movable Barriers

Support:

1. This application addresses one of several uses for movable barriers (see Section 6M.02) in highway TTC zones. In this example, one side of a 6-lane divided highway is closed to perform the work operation, and vehicular traffic is carried in both directions on the remaining 3-lane roadway by means of a median crossover.

   To accommodate unbalanced peak-period vehicular traffic volumes, the direction of travel in the center lane is switched to the direction having the greater volume, with the transfer typically being made twice daily. Thus, there are four vehicular traffic phases described as follows:
   a. Phase A—two travel lanes northbound and one lane southbound;
   b. Transition A to B—one travel lane in each direction;
   c. Phase B—one travel lane northbound and two lanes southbound; and
   d. Transition B to A—one travel lane in each direction.

   The typical application on the left illustrates the placement of devices during Phase A. The typical application on the right shows conditions during the transition (Transition A to B) from Phase A to Phase B.

Guidance:

2. *For the reversible lane situation depicted, the ends of the movable barrier should terminate in a protected area or a crash cushion should be provided. During Phase A, the transfer vehicle should be parked behind the downstream end of the movable barrier for southbound traffic as shown in the typical application on the left. During Phase B, the transfer vehicle should be parked between the downstream ends of the movable barriers at the north end of the TTC zone as shown in the typical application on the right.*

   The transition shift from Phase A to B should be as follows:

   a. Change the signs in the northbound advance warning area and transition area from a LEFT LANE CLOSED AHEAD to a 2 LEFT LANES CLOSED AHEAD. Change the mode of the second northbound arrow board from Caution to Right Arrow.
   b. Place channelizing devices to close the northbound center lane.
   c. Move the transfer vehicle from south to north to shift the movable barrier from the west side to the east side of the reversible lane.
   d. Remove the channelizing devices closing the southbound center lane.
   e. Change the signs in the southbound transition area and advance warning area from a 2 LEFT LANES CLOSED AHEAD to a LEFT LANE CLOSED AHEAD. Change the mode of the second southbound arrow board from Right Arrow to Caution.

3. *Where the lane to be opened and closed is an exterior lane (adjacent to the edge of the traveled way or the work space), the lane closure should begin by closing the lane with channelizing devices placed along a merging taper using the same information employed for a stationary lane closure. The lane closure should then be extended with the movable-barrier transfer vehicle moving with vehicular traffic. When opening the lane, the transfer vehicle should travel against vehicular traffic. The merging taper should be removed in a method similar to a stationary lane closure.*

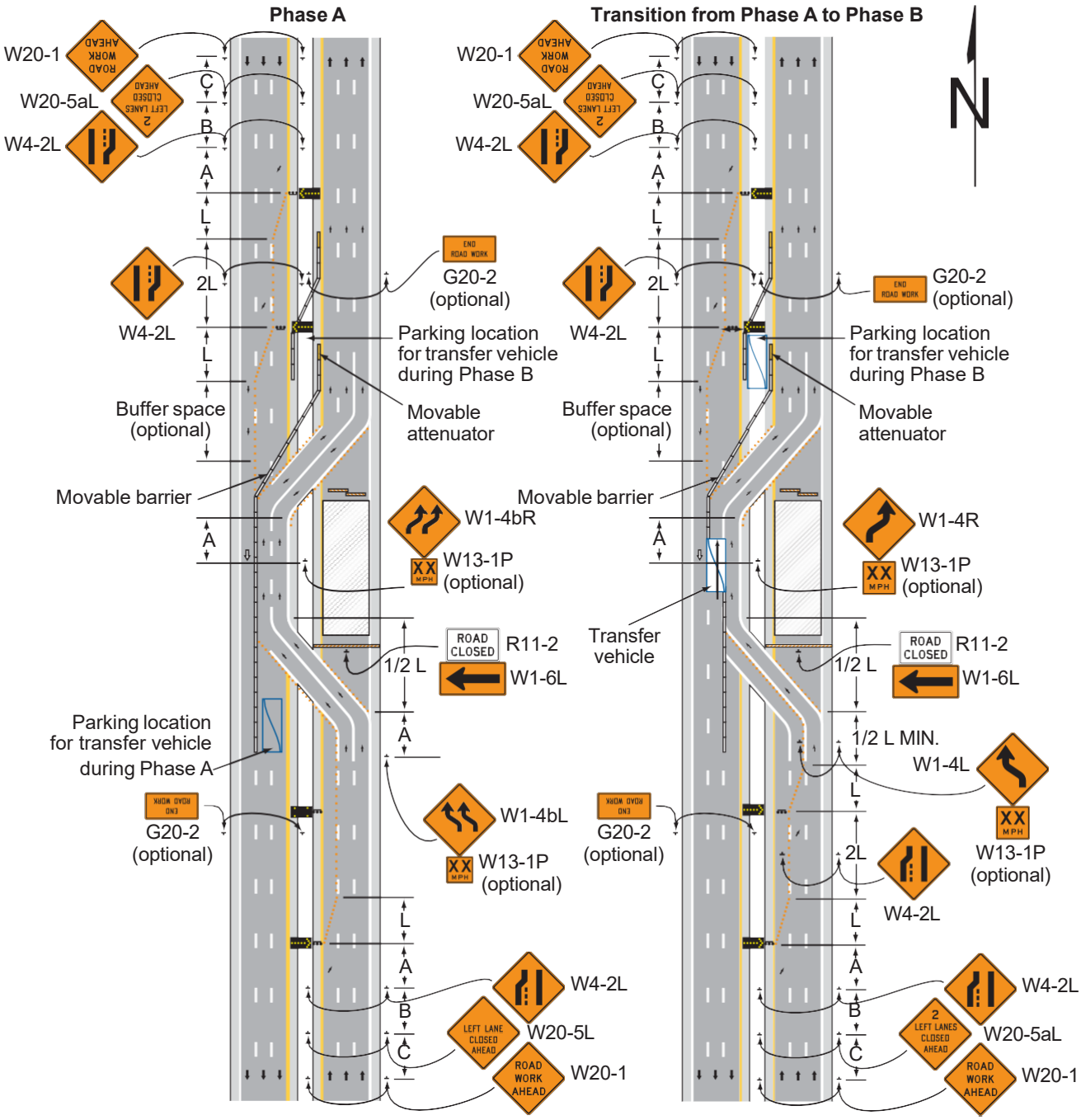
Option:

4. The procedure may be used during a peak period of vehicular traffic and then changed to provide two lanes in the other direction for the other peak.
5. A longitudinal buffer space may be used in the activity area to separate opposing vehicular traffic.
6. A work vehicle or a shadow vehicle may be equipped with a truck-mounted attenuator.

Standard:

7. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.

Figure 6P-45. Temporary Reversible Lane Using Movable Barriers (TA-45)



Typical Application 45

Notes: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.
See Table 6B-4 for formulas for calculating taper length (L).

Notes for Figure 6P-46—Typical Application 46
Work in the Vicinity of a Grade Crossing

Guidance:

1. *When grade crossings exist either within or in the vicinity of roadway work activities, extra care should be taken to minimize the probability of conditions being created, by lane restrictions, flagging, or other operations, where vehicles might be stopped within the grade crossing, considered as being 15 feet on either side of the closest and farthest rail.*

Standard:

2. **If the queuing of vehicles across active rail tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the grade crossing to prevent vehicles from stopping within the grade crossing (as described in Note 1 above), even if automatic warning devices are in place.**

Guidance:

3. *Early coordination with the railroad company or transit agency should occur before work starts.*
4. *In the example depicted, the buffer space of the activity area should be extended upstream of the grade crossing (as shown) so that a queue created by the flagging operation will not extend across the grade crossing.*

Standard:

5. **The DO NOT STOP ON TRACKS sign shall be used on all approaches to a grade crossing within the limits of a TTC zone.**

Option:

6. Positive protection devices may be used per Section 6M.02.
7. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
8. A BE PREPARED TO STOP sign may be added to the sign series.
9. Automated Flagger Assistance Devices (see Section 6L.02) may be used in situations where there is only one lane of approaching traffic in the direction to be controlled.

Guidance:

10. *When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.*

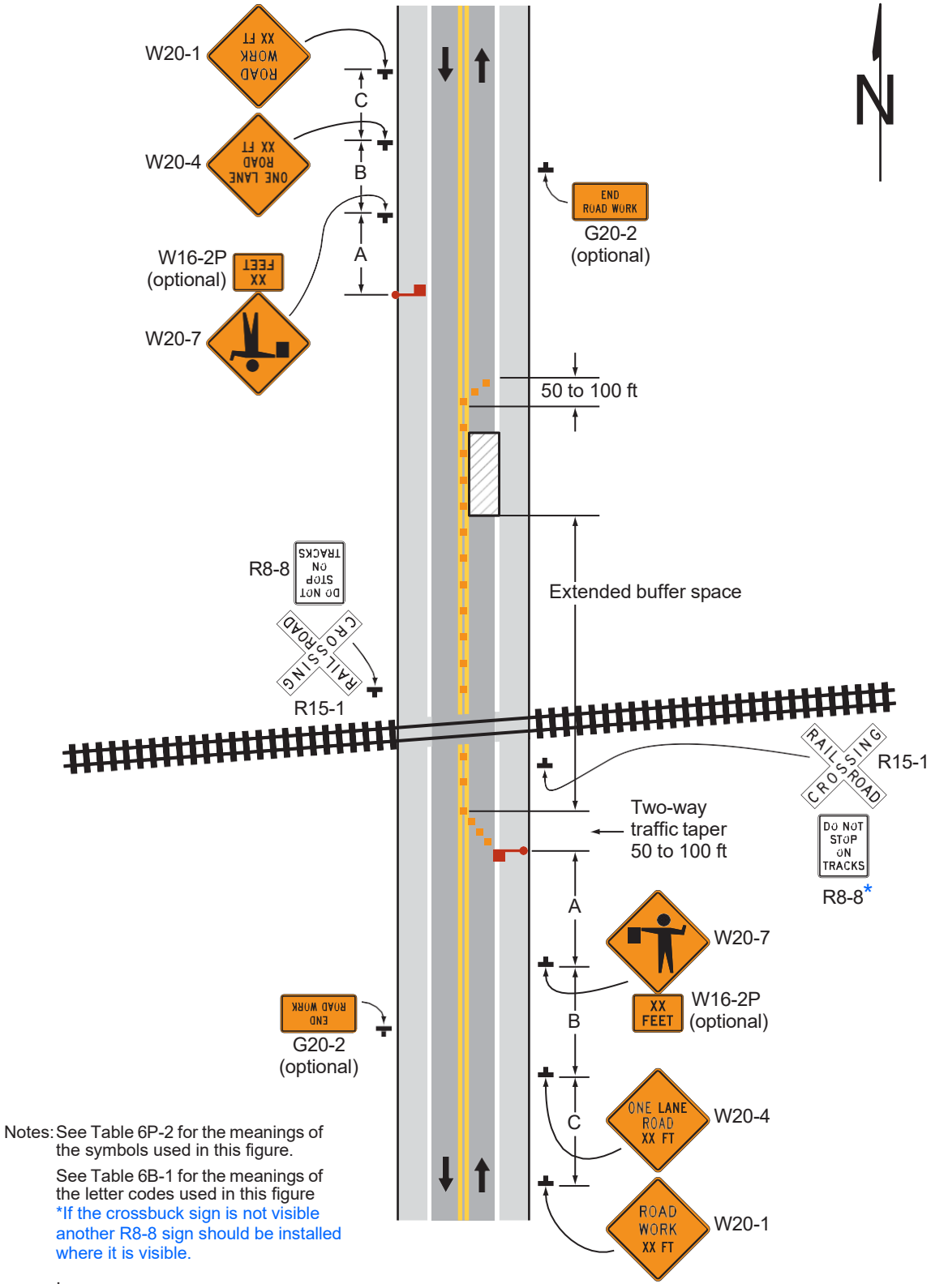
Standard:

11. **At night, flagger stations shall be illuminated, except in emergencies.**

Support:

12. See Section 6J.01 for information on the removal of conflicting markings in long-term stationary work zones.

Figure 6P-46. Work in the Vicinity of a Grade Crossing (TA-46)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure

*If the crossbuck sign is not visible another R8-8 sign should be installed where it is visible.

.

Typical Application 46

Notes for Figure 6P-47—Typical Application 47
Bicycle Lane Closure without a Detour

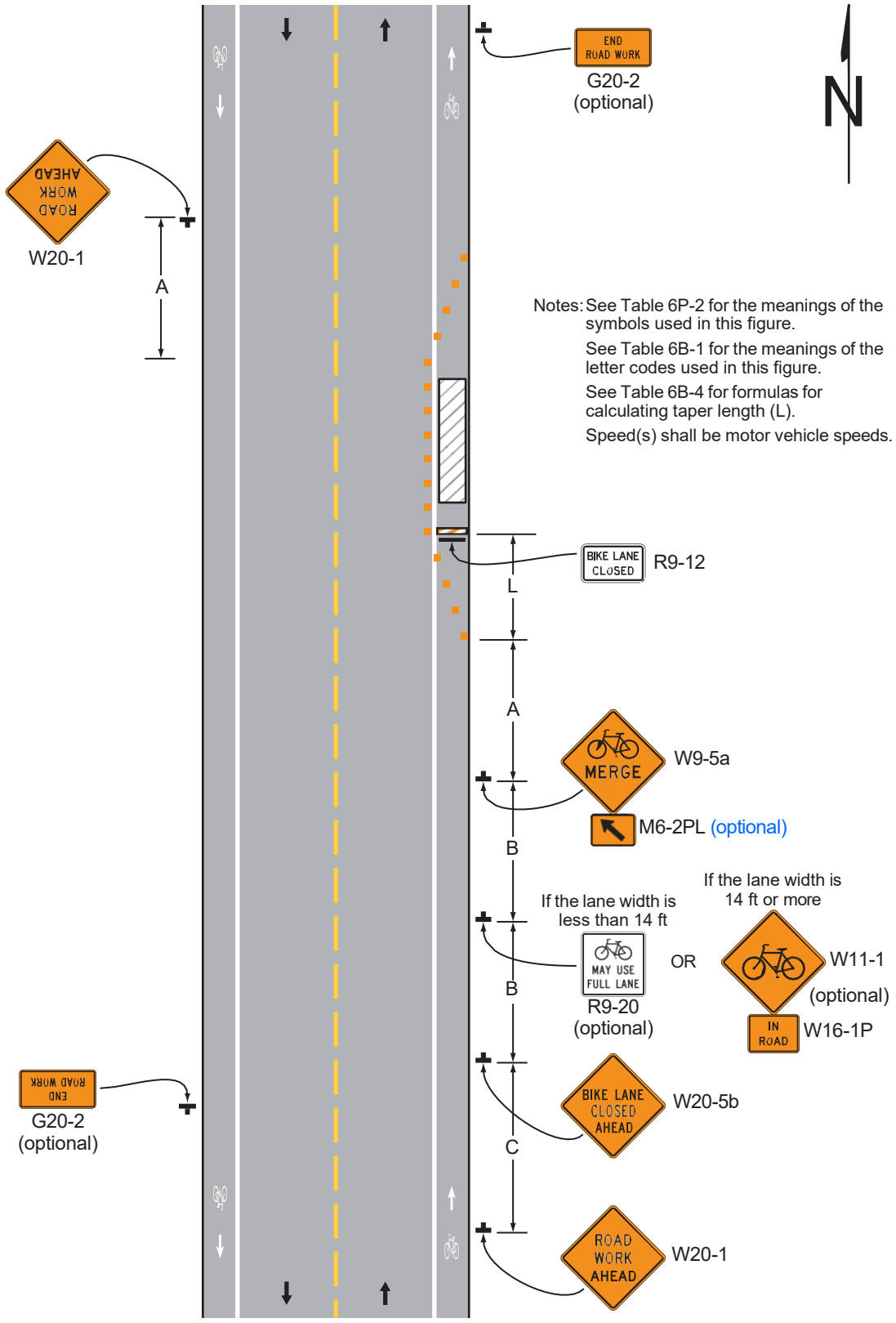
Guidance:

1. *If a bicycle lane on a roadway having a speed limit of 35 mph or higher is closed and conditions are not appropriate to direct bicyclists into a shared lane, a separate bicycle facility or detour route should be considered (see Figures 6P-48 and 6P-51).*

Option:

2. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent travel lane is less than 14 feet wide, then BICYCLES ALLOWED USE OF FULL LANE signs may be used.
3. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent travel lane is at least 14 feet wide throughout the TTC zone, then Bicycle Warning signs in association with IN STREET or IN ROADWAY plaques may be used.
4. A M6-2P directional arrow plaque may be used with the Bicycles Merging sign.

Figure 6P-47. Bicycle Lane Closure without a Detour (TA-47)



Typical Application 47

Notes for Figure 6P-48—Typical Application 48 Bicycle Lane Closure with an On-Road Detour

Guidance:

1. *A detour route for bicyclists where a section of bicycle lane is closed should use the most direct route practical on roadways or shoulders where conditions are appropriate for bicycling.*
2. *Bicycle related regulatory and/or warning signs should be considered along the bicycle detour based on engineering judgment and traffic conditions.*
3. *A Street Name sign or Bike Route Name sign should be mounted with the Bike Detour sign.*

Option:

4. The Street Name sign or Bike Route Name sign may be either white on green or black on orange.

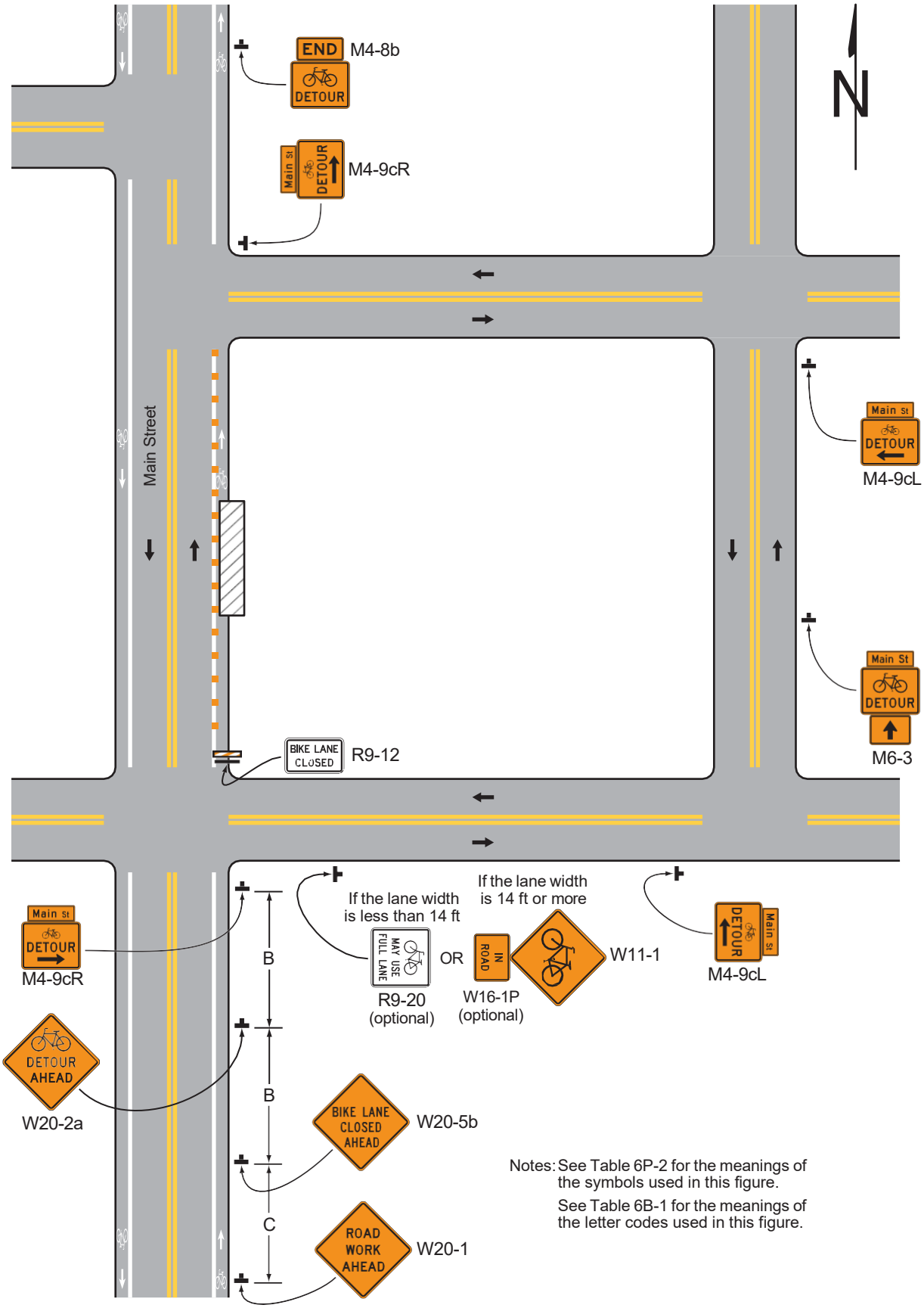
Standard:

5. Where used, the Street Name sign or Bike Route Name sign shall be placed above the Bike Detour sign.

Option:

6. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent travel lane is less than 14 feet wide, then BICYCLES ALLOWED USE OF FULL LANE signs may be used.
7. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent travel lane is at least 14 feet wide throughout the TTC zone, then Bicycle Warning signs in association with IN STREET or IN ROADWAY plaques may be used.

Figure 6P-48. Bicycle Lane Closure with an On-Road Detour (TA-48)



Typical Application 48

Notes for Figure 6P-49—Typical Application 49
Shared-Use Path Closure with a Diversion

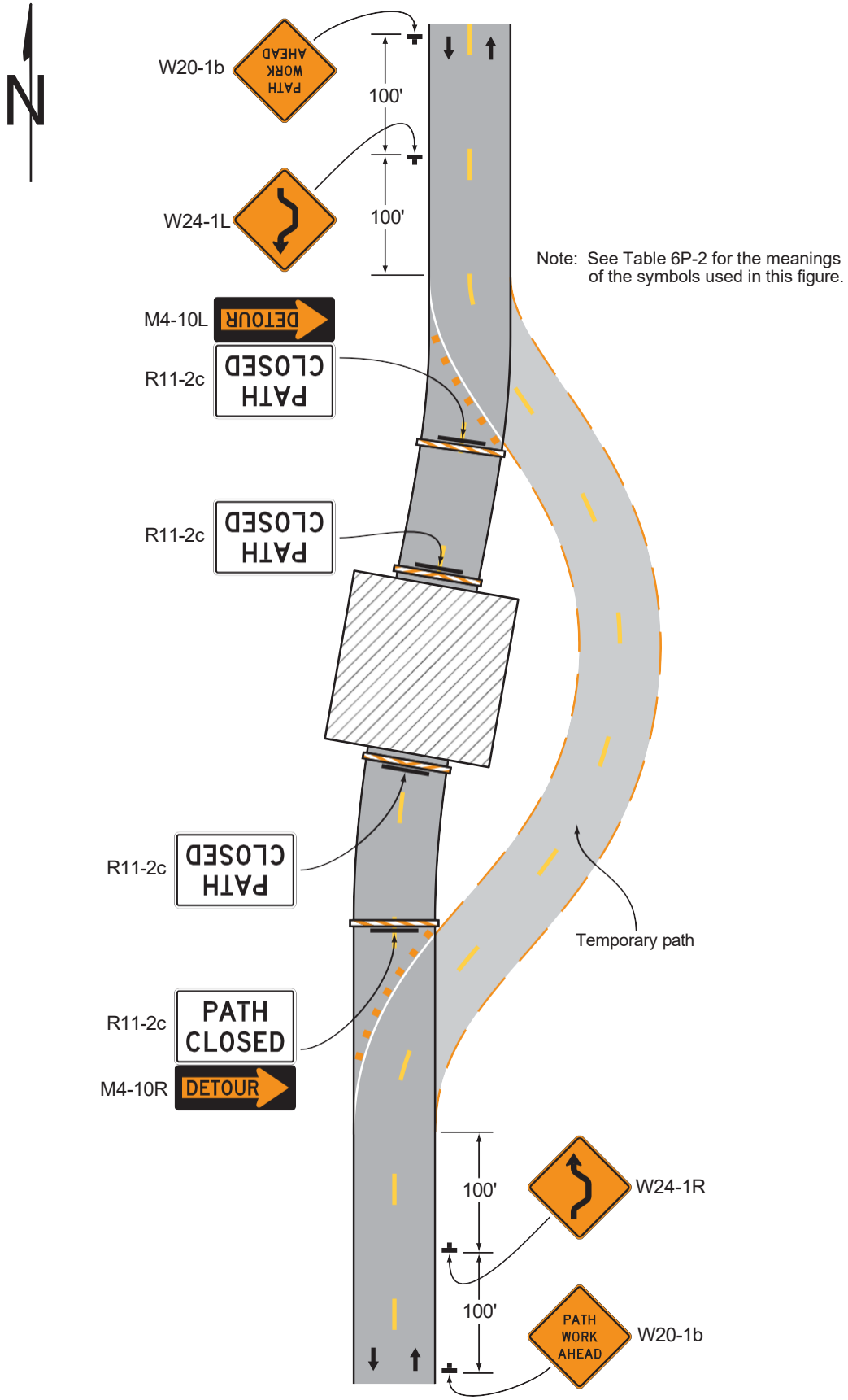
Guidance:

1. *The temporary paved shared-use path should be at least as wide as the shared-use path that was temporarily closed.*

Option:

2. Pedestrian channelizers may be considered for paved shared-use paths that are open to pedestrians.

Figure 6P-49. Shared-Use Path Closure with a Diversion (TA-49)



Typical Application 49

Notes for Figure 6P-50—Typical Application 50
On-Road Detour for a Shared-Use Path

Guidance:

1. *The on-road detour route for bicyclists should use the most direct route practical on roadways or shoulders where conditions are appropriate for bicycling.*
2. *Bicycle related regulatory and/or warning signs should be considered along the bicycle detour based on engineering judgment and traffic conditions.*
3. *A Street Name sign or Bike Route Name sign should be mounted with the Bike Detour sign.*

Option:

4. The Street Name sign or Bike Route Name sign may be either white on green or black on orange.

Standard:

5. **Where used the Street Name sign or Bike Route Name sign shall be placed above the Bike Detour sign.**

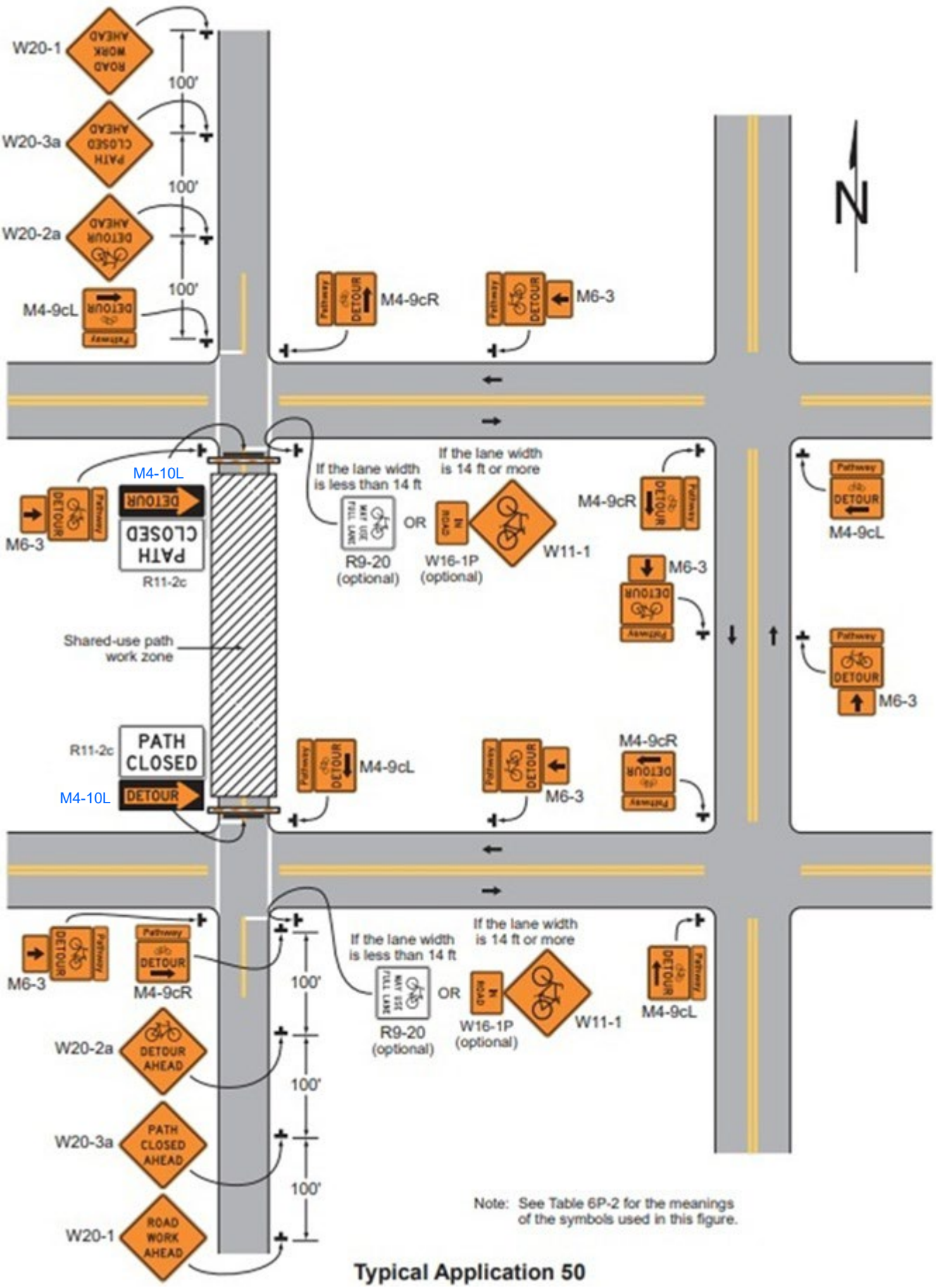
Option:

6. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent travel lane is less than 14 feet wide, then BICYCLES ALLOWED USE OF FULL LANE signs may be used.
7. If a bicycle lane on a roadway having a speed limit of 30 mph or less is closed, and the adjacent travel lane is at least 14 feet wide throughout the TTC zone, then Bicycle Warning signs in association with IN STREET or IN ROADWAY plaques may be used.

Support:

8. The M4-10 detour sign is typically used with the PATH CLOSED sign, unless there is an adjacent road where drivers could readily see the detour sign and be misled or confused, in which case the detour sign is omitted.

Figure 6P-50. On-Road Detour for a Shared-Use Path (TA-50)



Typical Application 50

Notes for Figure 6P-51—Typical Application 51
Paved Shoulder Closure with a Bicycle Diversion onto a Temporary Path

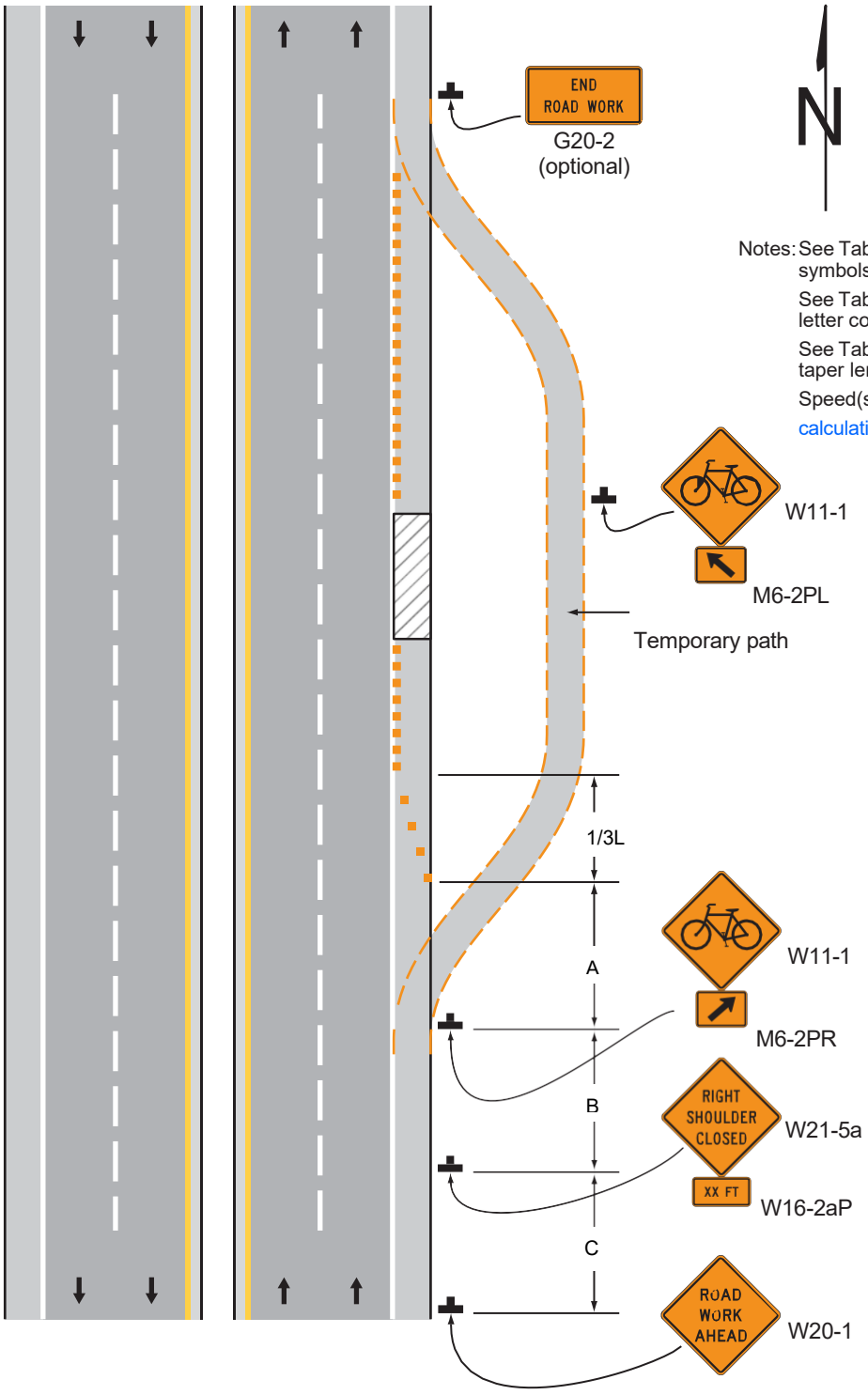
Option:

1. This plan may be used where a paved shoulder is closed and a temporary paved path is provided for bicyclists.

Guidance:

2. *This plan should be used where a paved shoulder is closed on a roadway having a speed limit greater than or equal to 45 mph that is part of a bikeway system (local, county or state) and a temporary paved path is provided for bicyclists.*
3. *The A, B, and C dimensions should be based on anticipated bicycle speeds.*

Figure 6P-51. Paved Shoulder Closure with a Bicycle Diversion onto a Temporary Path (TA-51)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

See Table 6B-4 for formulas for calculating taper length (L).

Speed(s) shall be motor vehicle speeds for calculating L.

Based on specific site conditions and work durations, refer to Figure 6P-5 or 6P-34 for information regarding additional TTC devices and/or placement of barriers for motor vehicle traffic.

Typical Application 51

Notes for Figure 6P-52—Typical Application 52
Short-Term or Short-Duration Work in a Circular Intersection

Option:

1. Flashing warning lights and/or flags may be used to call attention to the advance warning signs. A BE PREPARED TO STOP sign may be added to the sign series.
2. If closure continues overnight, warning lights may be used on the channelizing devices.

Standard:

3. Where a quadrant of the circular intersection is closed, only one direction of approach traffic shall be released at a time.
4. At night, flagger stations shall be illuminated, except in emergencies.
5. WRONG WAY signs shall be covered.

Guidance:

6. When used, the BE PREPARED TO STOP sign should be located between the Flagger sign and the ONE LANE ROAD sign.
7. YIELD, ONE WAY, and Directional arrow signs should be covered or removed.
8. Confusing or misleading guide or lane-use control signs should be covered.

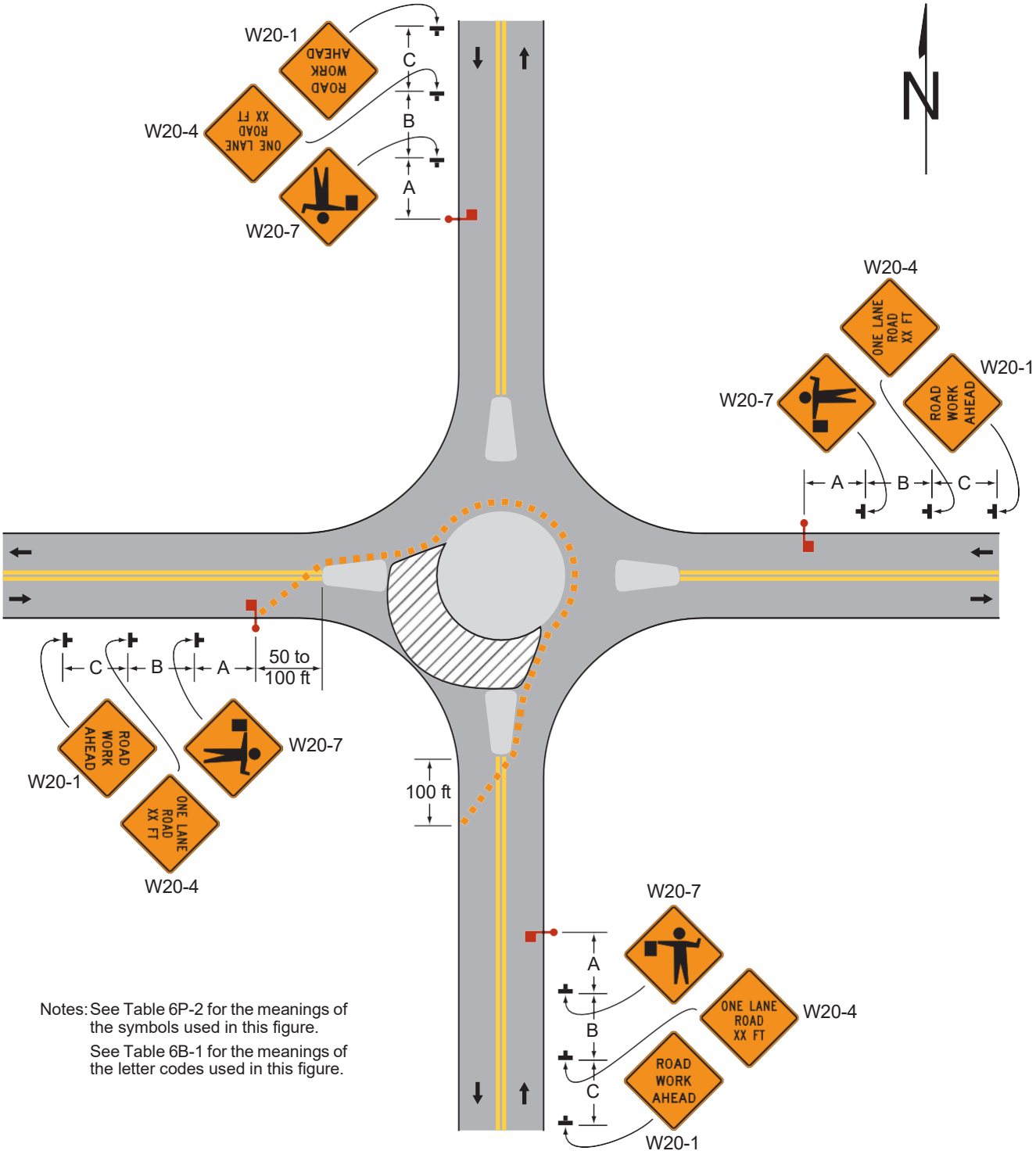
Option:

9. Crosswalks may be closed.
10. As an alternative to closing crosswalks, warning signs may be added informing pedestrians that there is traffic coming from the left.

Guidance:

11. Since the geometrics of the circular intersection will be temporarily altered, consideration should be given to establishing a truck detour for the duration of the project.
12. For intermediate or long-term work, the circular intersection should be closed and traffic detoured, with appropriate detour signing (see Figure 6P-8) provided.

Figure 6P-52. Short-Term or Short-Duration Work in a Circular Intersection (TA-52)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 52

Notes for Figure 6P-53—Typical Application 53
Flagging Operation on a Single-Lane Circular Intersection

Standard:

1. **Flaggers shall follow the procedures provided in Sections 6D.05 and 6D.06.**
2. **When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities (see Figure 6P-29) shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.**
3. **At night, flagger stations shall be illuminated, except in emergencies.**

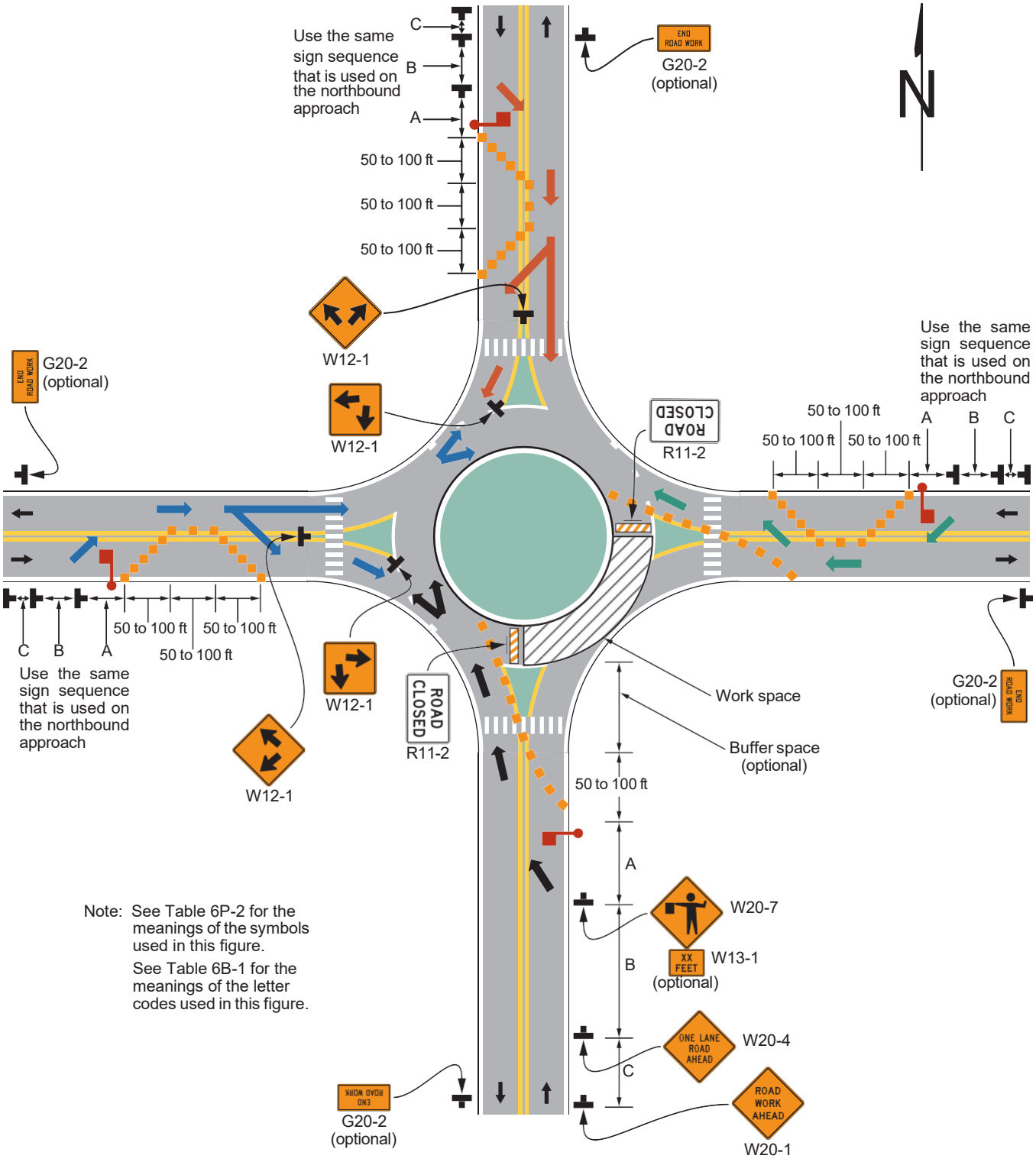
Guidance:

4. *Flaggers on each approach to the intersection should coordinate with each other so that traffic proceeds through the circular intersection from only one entry point at any one time.*
5. *When designing the TTC and installing the channelizing devices for work activities at circular intersections, accommodations for the turning radius of wider heavy commercial vehicles should be considered.*
6. *Since the geometrics of the circular intersection will temporarily be altered, consideration should be given to establishing a truck detour for the duration of the project.*
7. *For intermediate or long-term work, the circular intersection should be closed if traffic cannot be accommodated, and traffic detoured with appropriate detour signing (see Figure 6P-8) provided.*
8. *Conflicting pavement markings should be removed for long-term projects. For short-term and intermediate-term projects where this is impracticable, the channelizing devices in the area where the pavement markings conflict should be placed at a maximum spacing of ½ S feet where S is the speed in mph. Temporary markings should be installed where needed.*
9. *When used, the BE PREPARED TO STOP sign should be located between the Flagger sign and the ONE LANE ROAD sign.*
10. *The buffer space should be extended so that the two-way traffic taper is placed before a horizontal (or crest vertical) curve to provide adequate sight distance for the flagger and a queue of stopped vehicles.*
11. *Care should be exercised when establishing the limits of the TTC zone to ensure adequate sight distance in advance of the transition.*

Option:

12. Periodic adjustments to the channelizing devices may be allowed in an active TTC zone to accommodate the turning movements of tractor trailer vehicles and other large vehicles.
13. On the approaches where traffic flow will be split, two pilot vehicles may be used to guide traffic through the circular intersection.

Figure 6P-53. Flagging Operation on a Single-Lane Circular Intersection (TA-53)



Note: See Table 6P-2 for the meanings of the symbols used in this figure.
See Table 6B-1 for the meanings of the letter codes used in this figure.

Typical Application 53

Notes for Figure 6P-54—Typical Application 54
Inside Lane Closure on a Multi-Lane Circular Intersection

Standard:

1. **When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities (see Figure 6P-29) shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.**

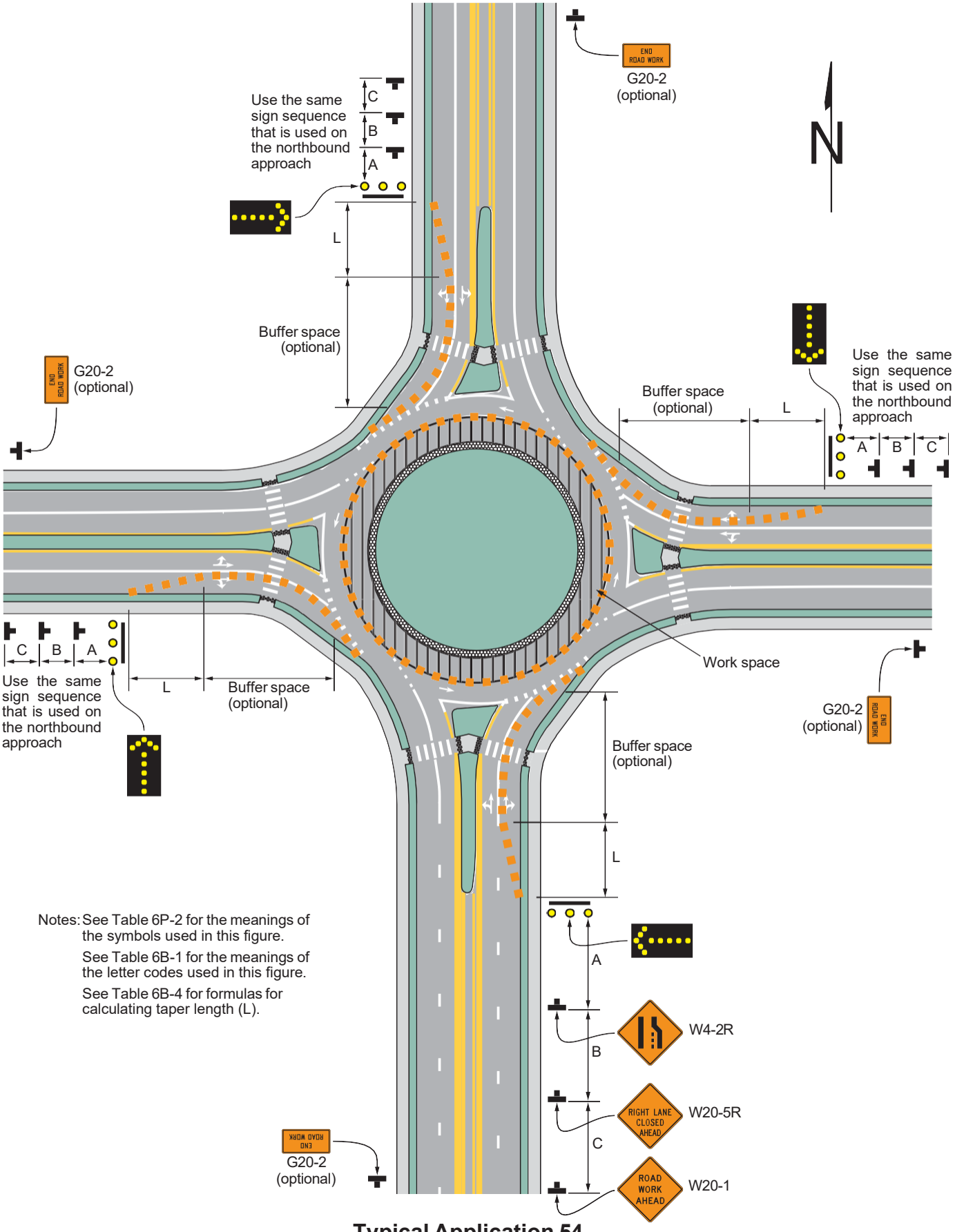
Guidance:

2. *Care should be exercised when establishing the limits of the TTC zone to ensure adequate sight distance in advance of the transition.*
3. *When designing the TTC and installing the channelizing devices for work activities at circular intersections, accommodations for the turning radius of wider heavy commercial vehicles should be considered.*
4. *Since the geometrics of the circular intersection will temporarily be altered, consideration should be given to establishing a truck detour for the duration of the project.*
5. *For intermediate or long-term work, the circular intersection should be closed if traffic cannot be accommodated, and traffic detoured with appropriate detour signing provided (see Figure 6P-8).*
6. *Conflicting pavement markings should be removed for long-term projects. For short-term and intermediate-term projects where this is impracticable, the channelizing devices in the area where the pavement markings conflict should be placed at a maximum spacing of ½ S feet where S is the speed in mph. Temporary markings should be installed where needed.*

Option:

7. A portable changeable message sign may be used as part of the TTC plan to provide clear guidance to motorists on all approaches to the circular intersection.
8. On a multi-lane approach, a lane (or lanes) on either the left-hand side or the right-hand side may be closed.

Figure 6P-54. Inside Lane Closure on a Multi-Lane Circular Intersection (TA-54)



Notes: See Table 6P-2 for the meanings of the symbols used in this figure.

See Table 6B-1 for the meanings of the letter codes used in this figure.

See Table 6B-4 for formulas for calculating taper length (L).

Typical Application 54

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